



FOR PUBLIC REVIEW

KINZIE INDUSTRIAL CORRIDOR

INFRASTRUCTURE STUDY

AUGUST 2020

THE STUDY

Starting from August 2019, Chicago's Department of Planning and Development (DPD) retained AECOM to analyze the infrastructure conditions within the Kinzie corridor from Lake Street to Hubbard Street and from Halsted Street to Odgen Avenue. The goal of this study was to identify existing condition infrastructure issues, opportunity sites that may be developed in the future, and infrastructure priorities for the area. The study will be used to inform future planning work in this area by both DPD and Chicago's Department of Transportation (CDOT).



**EXECUTIVE
SUMMARY**

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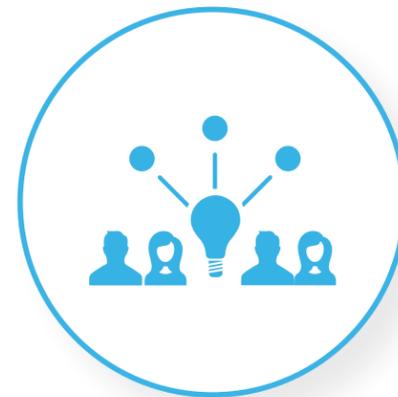
**EXISTING
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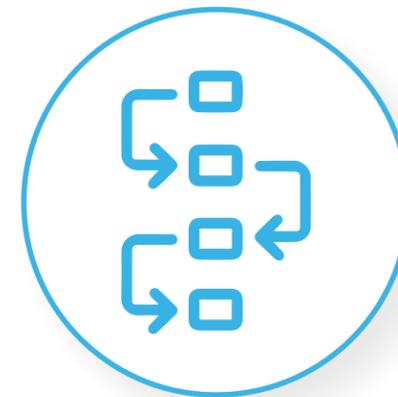
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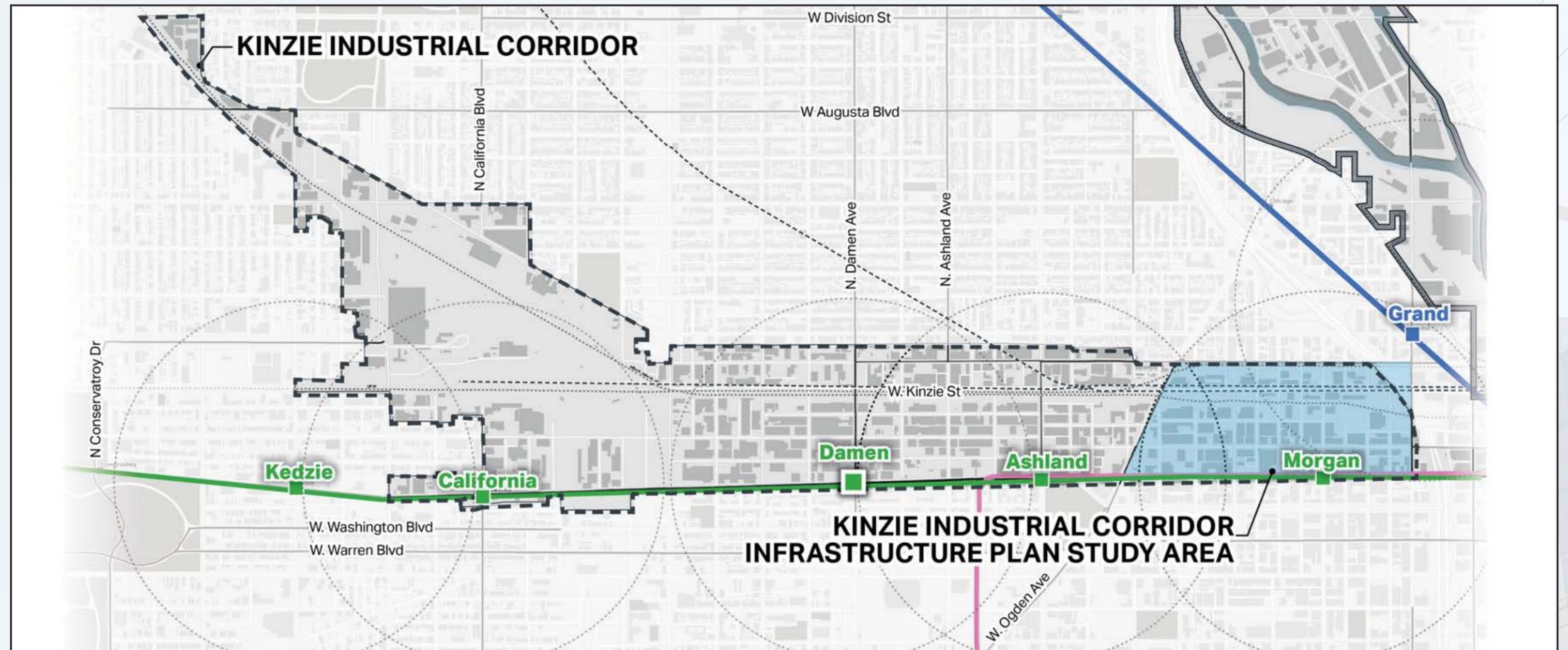
EXECUTIVE SUMMARY

The Kinzie Industrial Corridor, located immediately to the west of the Downtown Loop and Near North Side, is one of Chicago's 26 Industrial Corridors. It spans approximately 854 acres between Halsted Street on the east and Kedzie Avenue on the west. The corridor blends Chicago's historical meat packing and food distribution hub with the evolution to a technical and restaurant hub.

The City's Industrial Corridor Modernization Initiative, which began in 2016, looks to review land use policies and structures to guide public and private investment, spurring employment and economic opportunities unique to each corridor. Planning and implementation actions for the Kinzie Industrial Corridor include the Chicago Plan Commission approval of the 2014 Fulton Market Innovation District Plan, the zoning ordinance change in 2017 to remove the Planned Manufacturing District 4 designation for a portion of the area east of Ogden and allowing the ability to use the downtown district designation with neighborhood opportunity bonus, and the Chicago Plan Commission approval of the 2019 Kinzie Industrial Corridor Framework Plan for the area west of Ogden. These actions have been attracting new development at higher densities than the manufacturing and industrial uses that had been typical of the eastern end of the Corridor.

The Department of Planning and Development (DPD) initiated this study in August 2019 to consider the infrastructure needs to support future development within the section of the Kinzie Industrial Corridor bounded by Halsted Street on the east, Ogden Avenue on the west, Hubbard Street on the north and Lake Street on the south. Existing public way and real estate conditions were field inventoried in October and November 2019 and mapped in Geographic Information System (GIS) for use as the basis for understanding assets, gaps, and opportunities.

The opportunity site analysis considered recent construction, approved and proposed Planned Developments (PD's), current area market trends, and the overall character context within and adjacent to the project area.



Key Plan of Study Area

Thirty opportunity sites were ultimately identified for vacant or under-developed lots in December 2019, assumed as office, mixed-use, and hotel uses, mostly comprised of multiple parcels. Existing conditions analyses were reviewed in conjunction with the development scenarios to determine a prioritized list of infrastructure improvements that anticipate future growth in the area.

The following document is organized around three main tasks:

Existing Conditions: A field inventory of various curbside conditions using ArcGIS Portal (Portal), a cloud-based geospatial system that allows for project integration of GIS-based City data.

Opportunity Sites: A designation of sites and a simulated scenario for development based on the

understanding of past and current real estate market trends of development. The Opportunity Sites were broadly divided into five zones across the project area:

1. Key Commercial Corridor northeast of area where the higher densities have been approved;
2. Historic District in the southeast where opportunity sites are smaller;
3. Southwest Mixed-Use Commercial Corridor where full block developments may be possible;
4. Carroll Avenue Commercial Corridor where full block developments are anticipated;
5. Kinzie-Hubbard Corridor on the north where the street network is interrupted due to the at-grade train tracks

Infrastructure Priorities: The list of recommended infrastructure projects to support the future development were broken down into Transportation and Infrastructure categories and subsequent short and long-term projects based on existing development and opportunity sites. Some of these priorities would require further study by CDOT and is also dependent on availability of funding.

- Infrastructure short term priorities include upgrading 43 crosswalks, 33 ADA corner upgrades, 6 at-grade train crossing improvements, connecting the sidewalk network with over 21 blocks in missing sidewalks, and 182 lighting pole upgrades. Long-term projects include burying utilities, viaduct improvements, adding bike lanes, and sidewalk widening.
- Transportation short term priorities include adding

EXECUTIVE SUMMARY

7 Divvy Station locations, 9 bicycle facilities, 2 traffic signals, 14 Transportation Network Company (TNC) Zones, 10 viaduct improvements, 7 traffic control signage, and general wayfinding signage. Long-term projects include select street network improvements and section improvements and additional phasing for Divvy Stations, TNC Zones, bicycle facilities and traffic signals.

Stormwater management, water services, and sewer loads and usage were determined for the opportunity sites. The key assessment is the likely need to up-size localized water and sewer infrastructure within this corridor, pending hydraulic modeling and analysis by the Chicago Department of Water Management (DWM), in order to accommodate the future demands of the proposed developments.

These exhibits and planning approach were reviewed with DWM, but require more detailed analysis for individual development proposals to ascertain specific improvements. Preliminary recommendations

were provided for lighting improvements in the public way; individual developers will be required to address electrical upgrades for their own design and procurement.

Concluding components of this document include next steps that describe immediate actions, ongoing improvements, and available resources addressing both public and private entities to facilitate smart and coordinated growth in the area.

- DPD and CDOT will have developers start utility coordination and review earlier in the design process, and secure funding to start the design and engineering of the at-grade Metra crossing improvements
- DPD has created an online West Loop resource guide to ensure easier access of planning documents for this area. This webpage will be updated with information about ongoing and new planning initiatives in the area.

- CDOT is currently in the final design and engineering phase for Lake Street improvements from Ashland to Halsted.
- CDOT has also procured consultant services to study the proposed location, feasibility, and potential funding sources for a new Metra station to serve this area.

Close coordination among public agencies specific to private and public projects on key circulation, infrastructure issues, and consistent communication at critical points of development will help foster a healthy, equitable, and vibrant Kinzie Industrial Corridor.



EXISTING
CONDITIONS

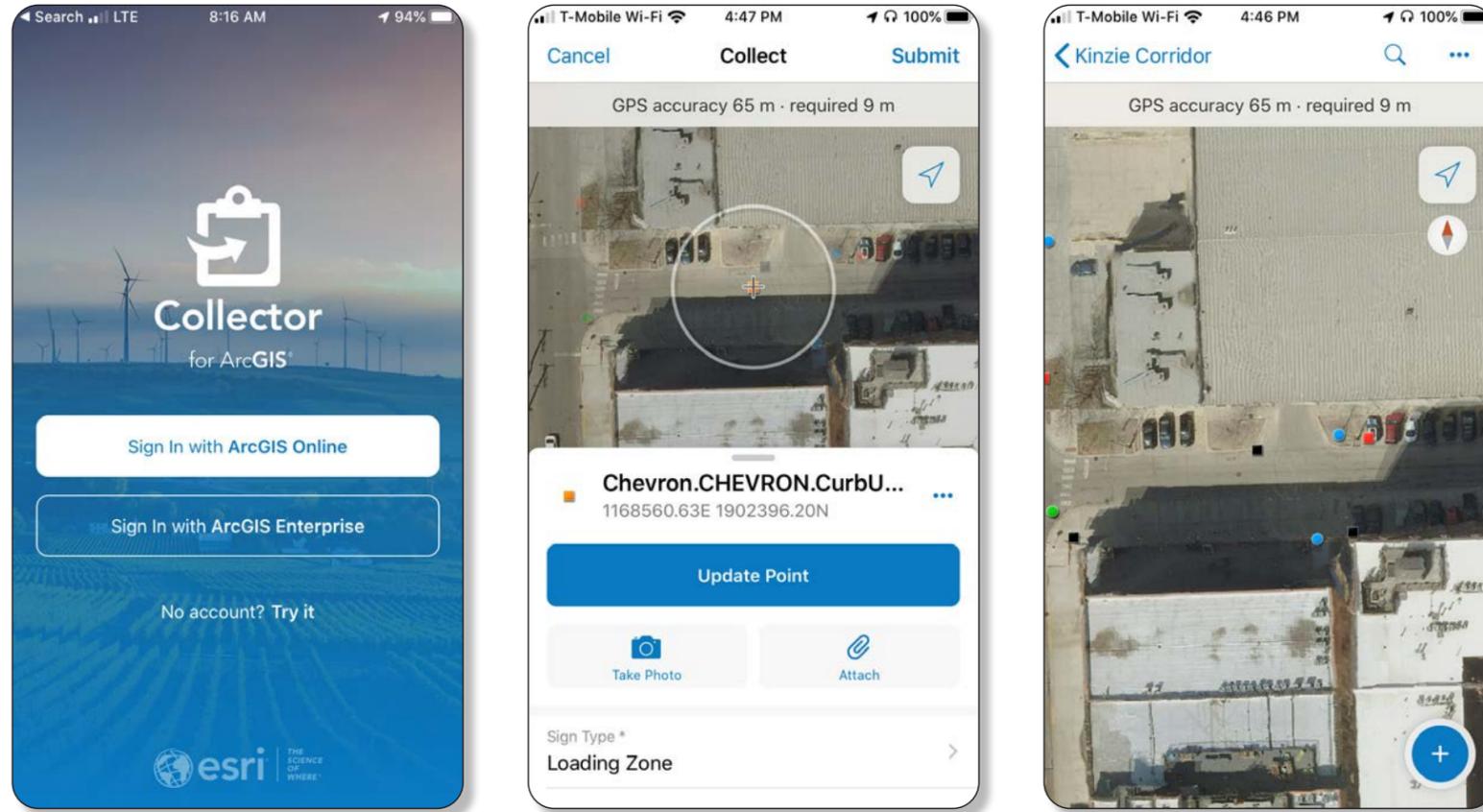


OPPORTUNITY
SITES



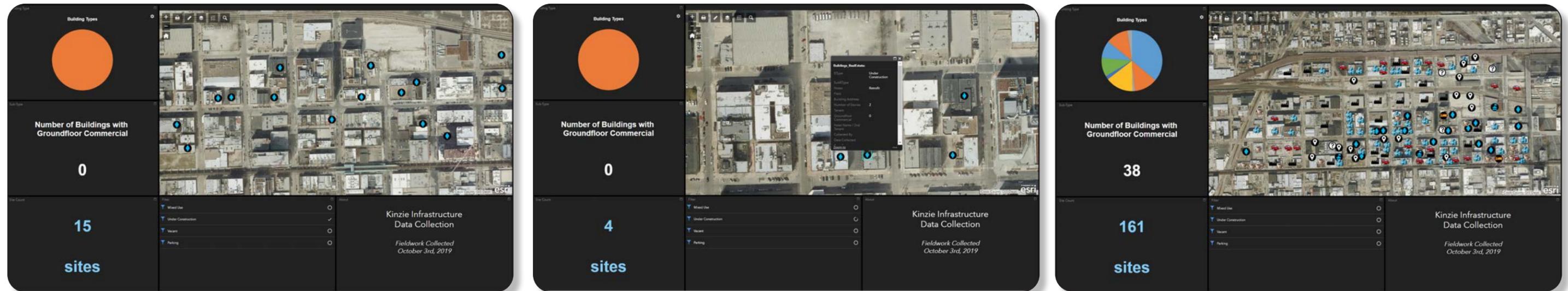
INFRASTRUCTURE
PRIORITIES

EXISTING CONDITIONS GIS COLLECTOR DATA COLLECTION AND ANALYSIS



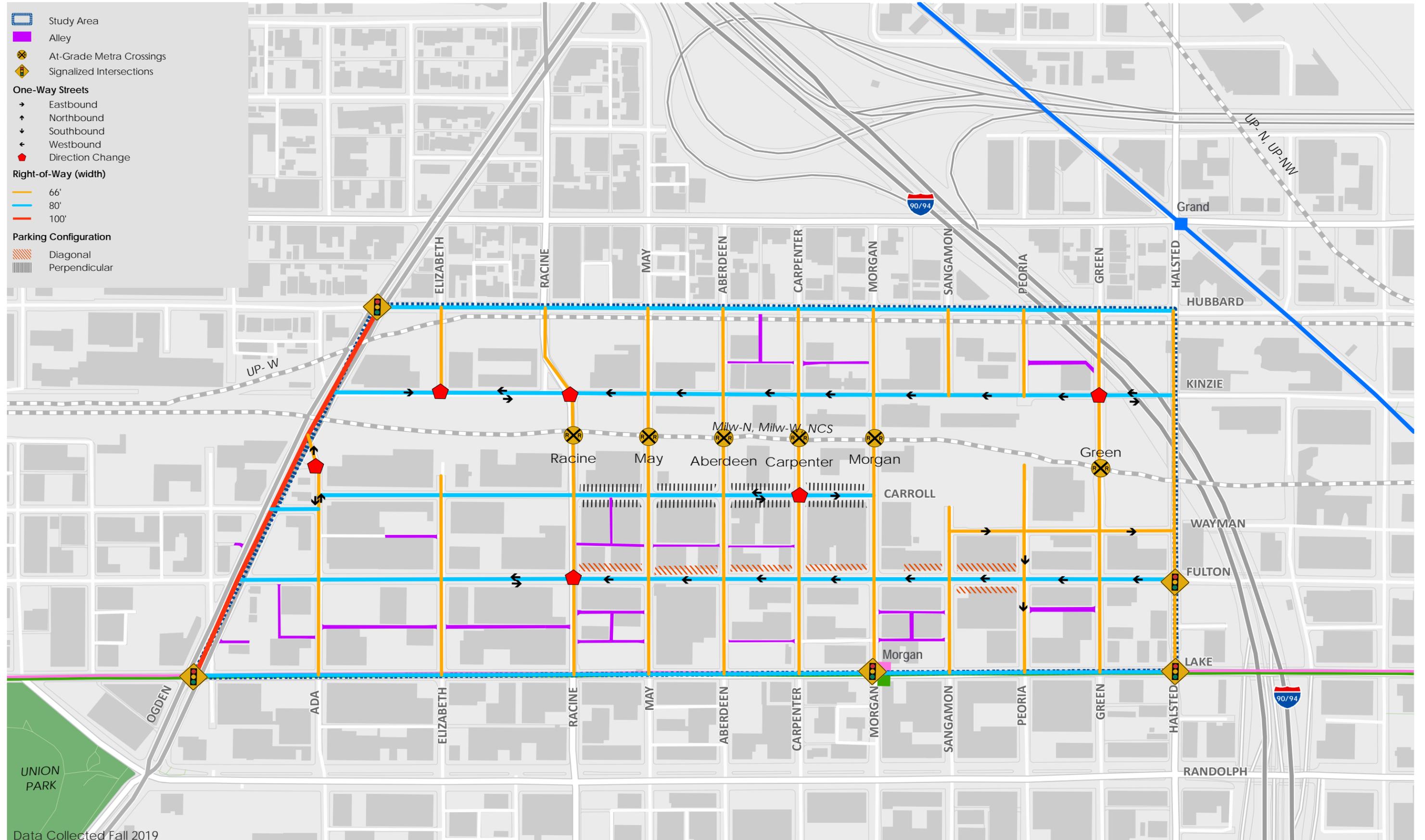
Phone Interface

- Field survey of existing conditions using GIS Collector
- Data points include curblines, corner ramps, lightpoles and other infrastructure information
- Attributes can be filtered to create site specific dashboards
- Other City-based GIS data were mapped to assess issue and opportunities



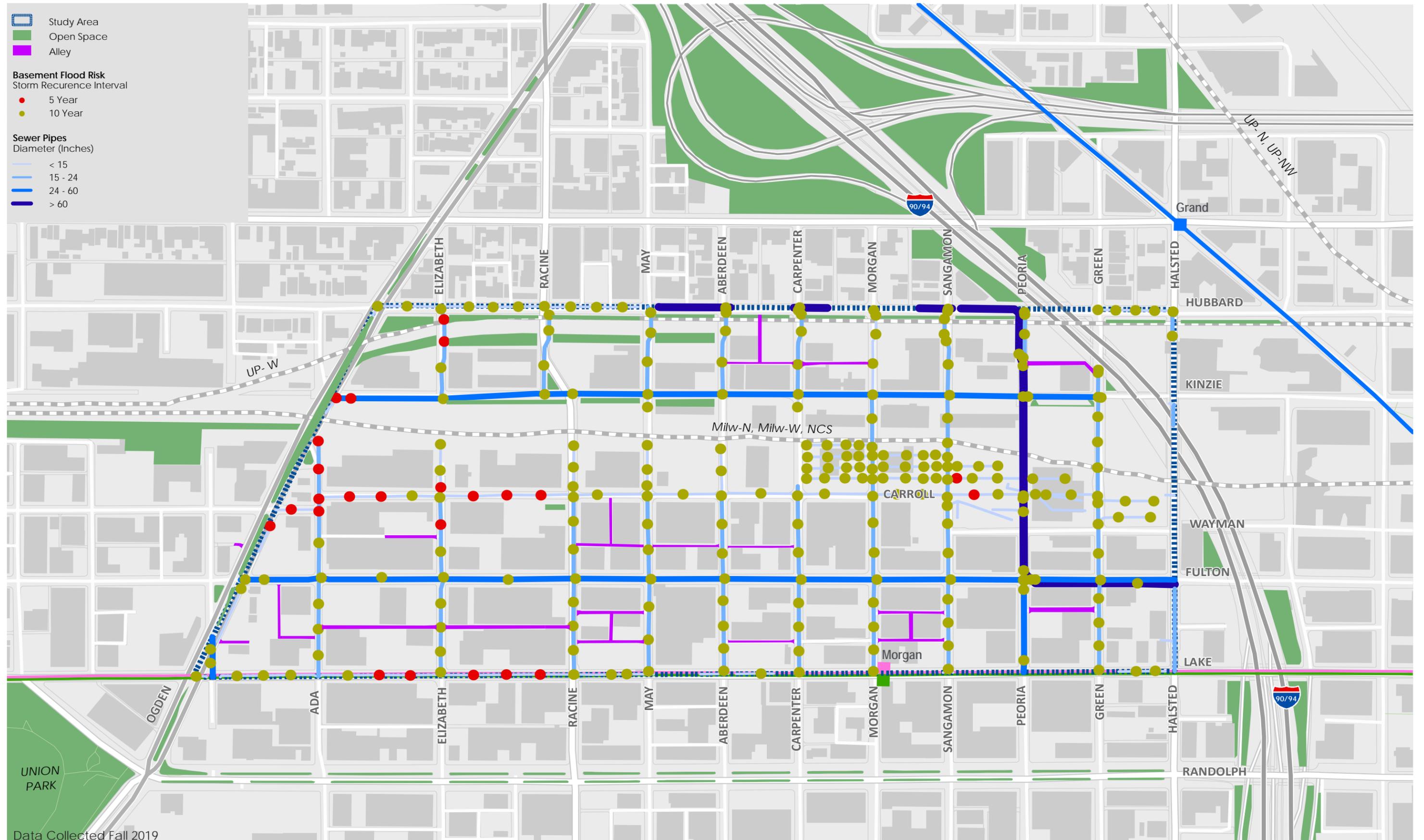
Computer Interface

EXISTING CONDITIONS ANALYSIS RIGHT-OF-WAY (ROW)



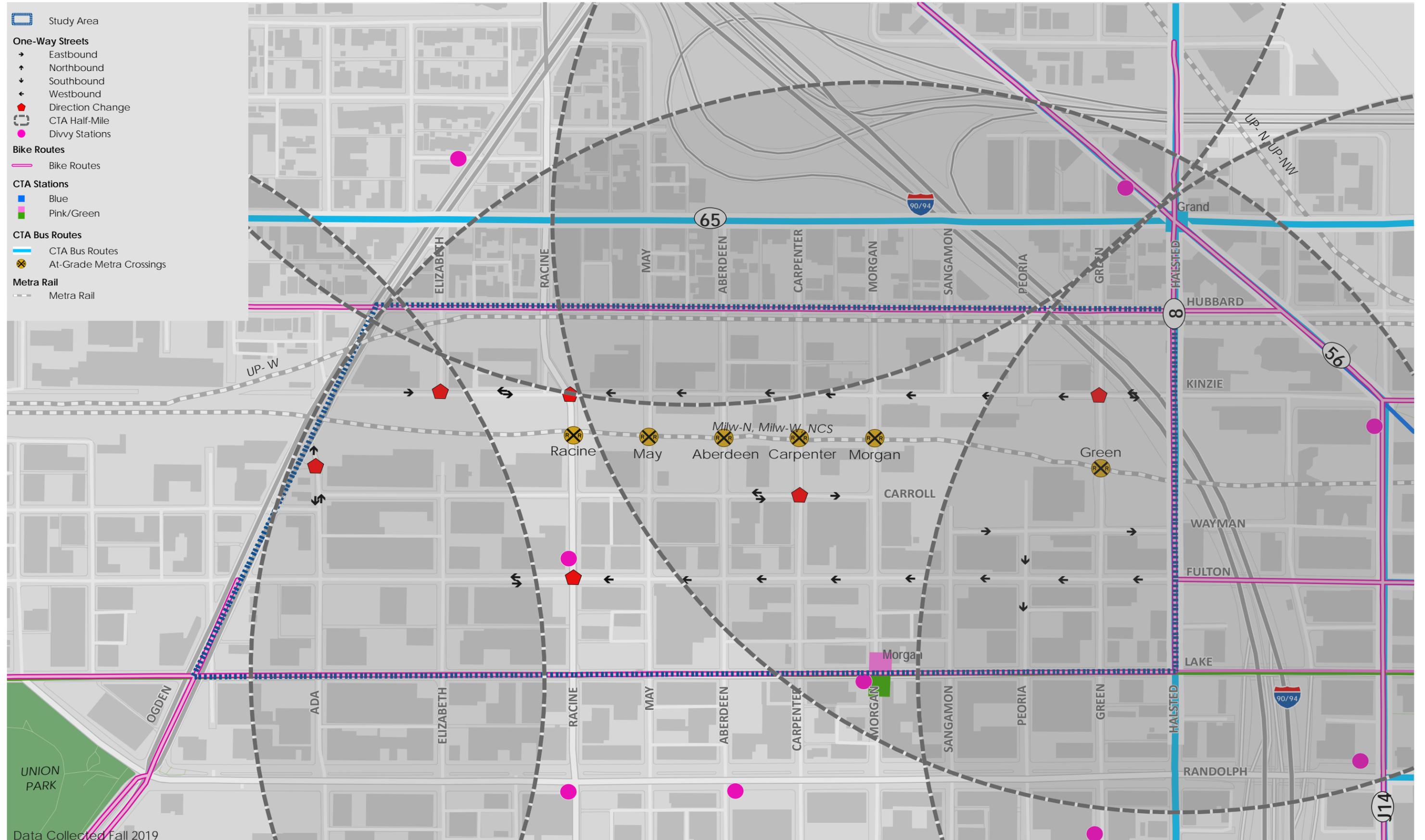
Data Collected Fall 2019

EXISTING CONDITIONS ANALYSIS OPEN SPACE



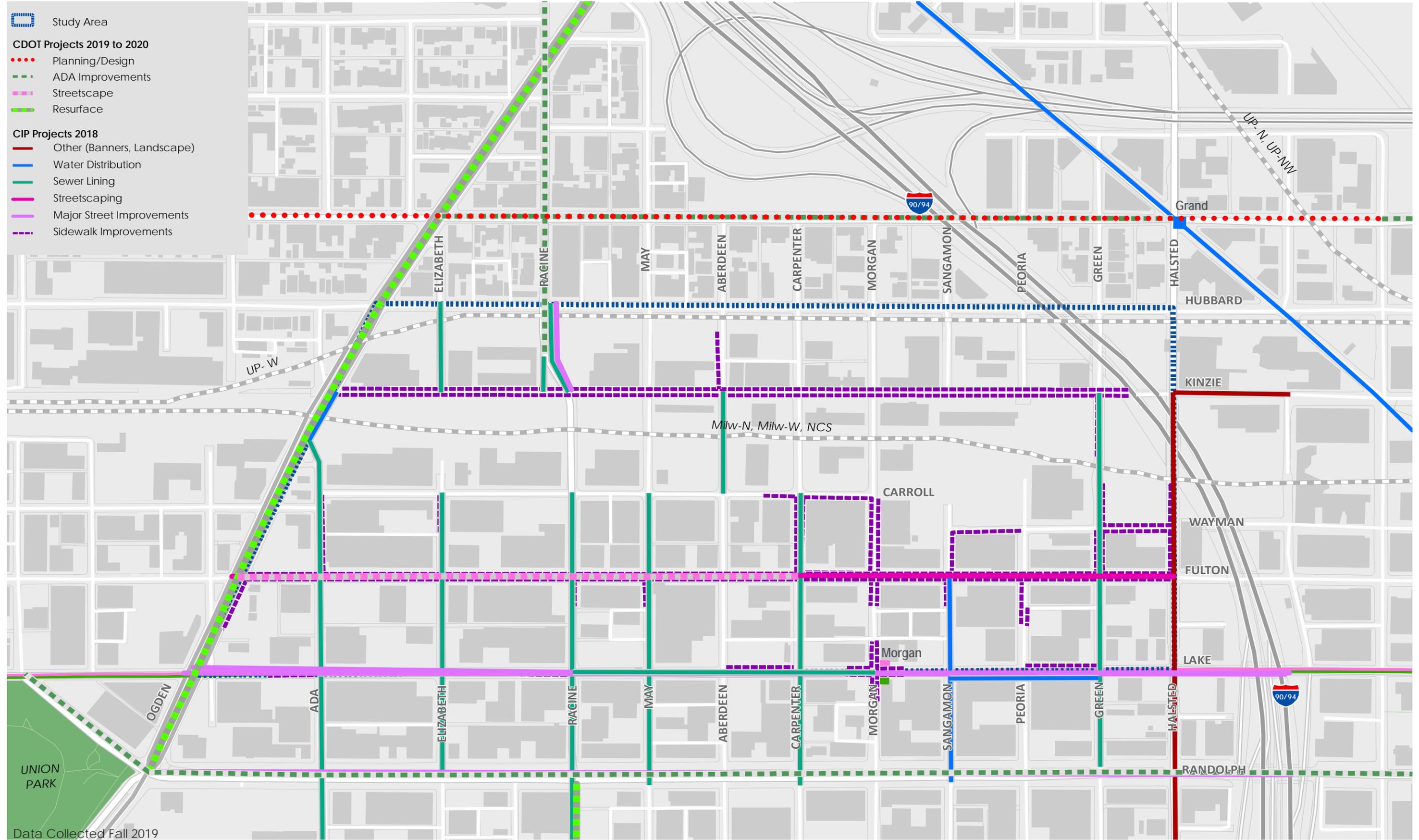
Data Collected Fall 2019

EXISTING CONDITIONS ANALYSIS TRANSPORTATION ASSETS



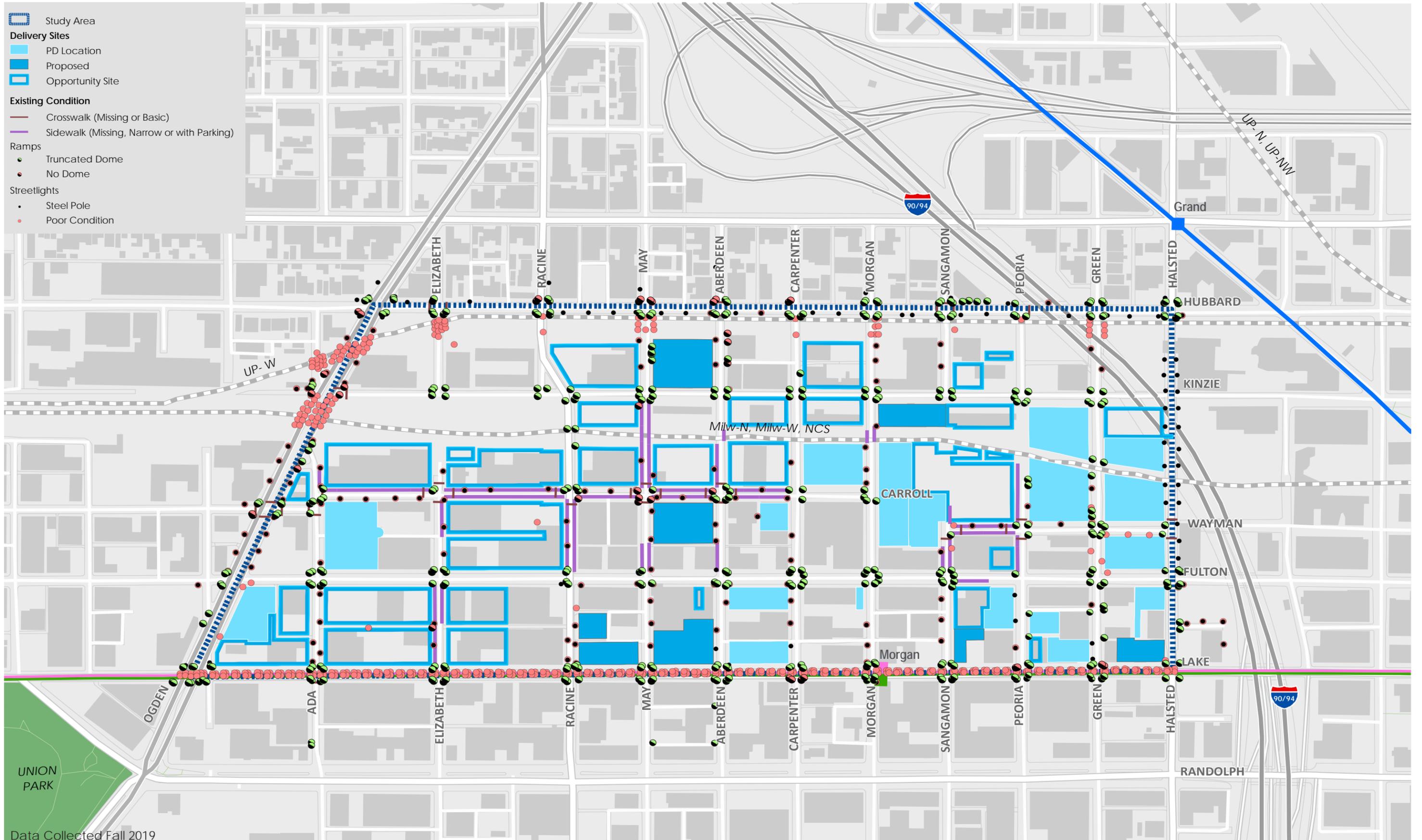
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EXISTING CONDITIONS ANALYSIS CAPITAL IMPROVEMENT PROGRAM (CIP)



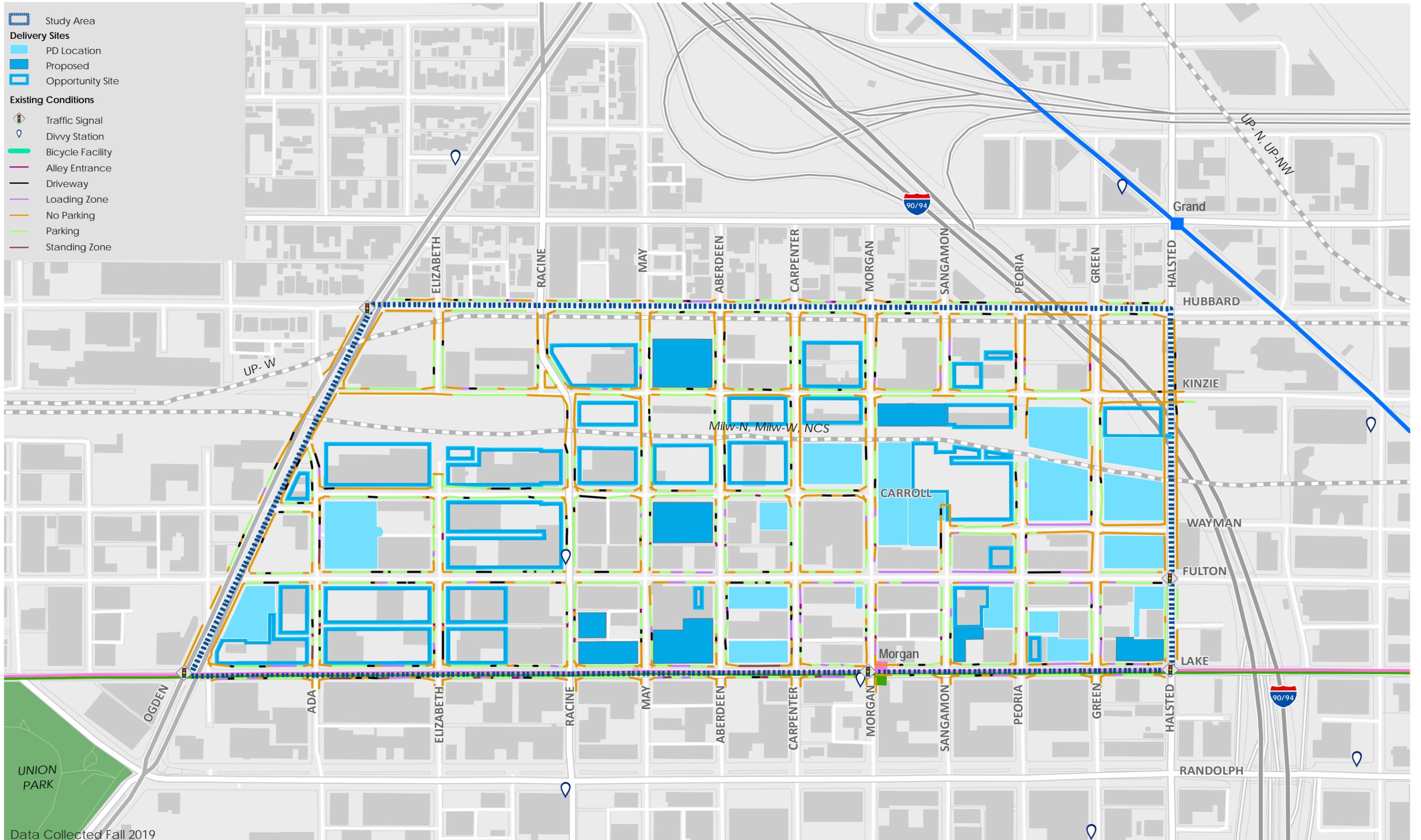
Data Collected Fall 2019

EXISTING CONDITIONS INFRASTRUCTURE



Data Collected Fall 2019

EXISTING CONDITIONS TRANSPORTATION

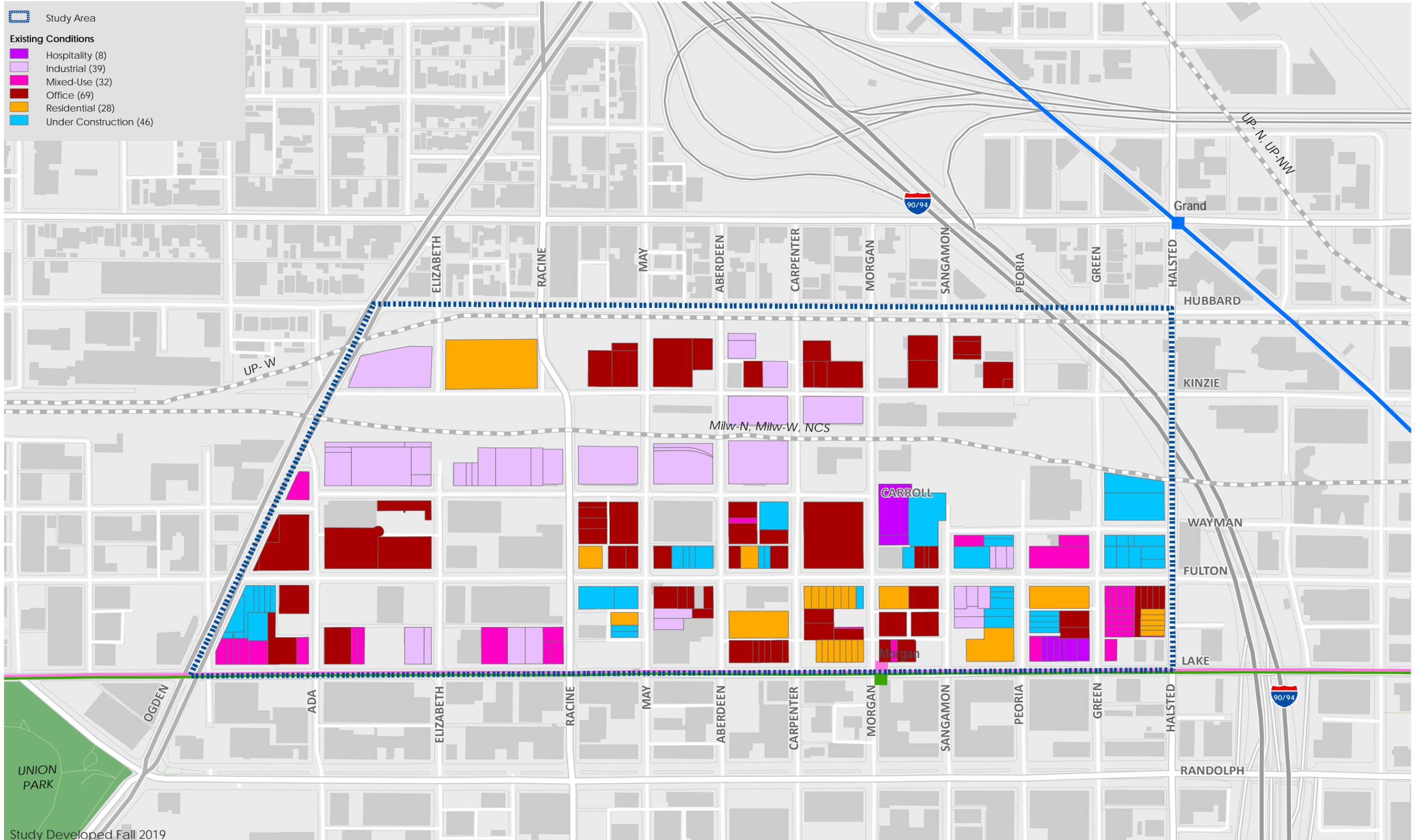


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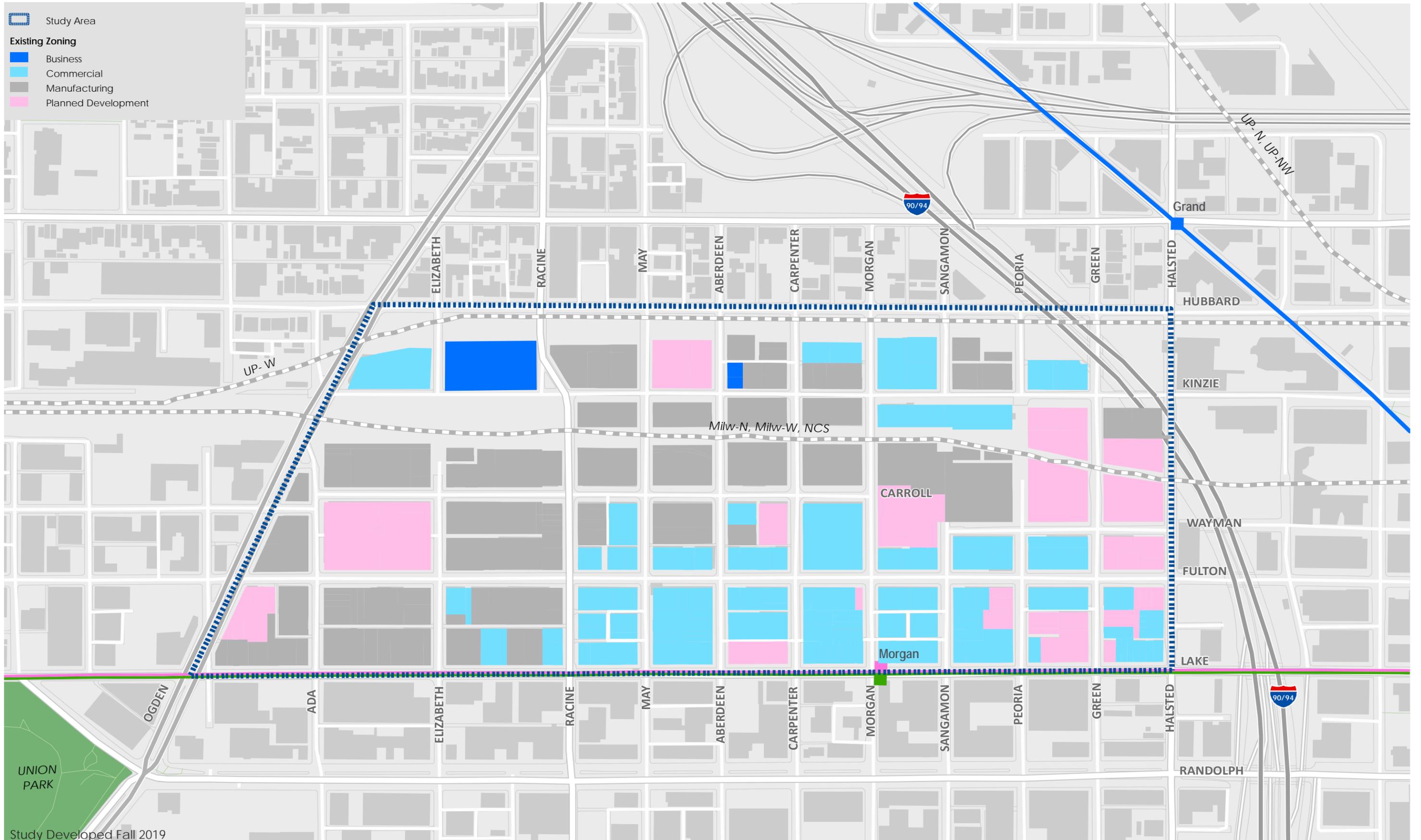
OPPORTUNITY SITES

EXISTING LAND USE



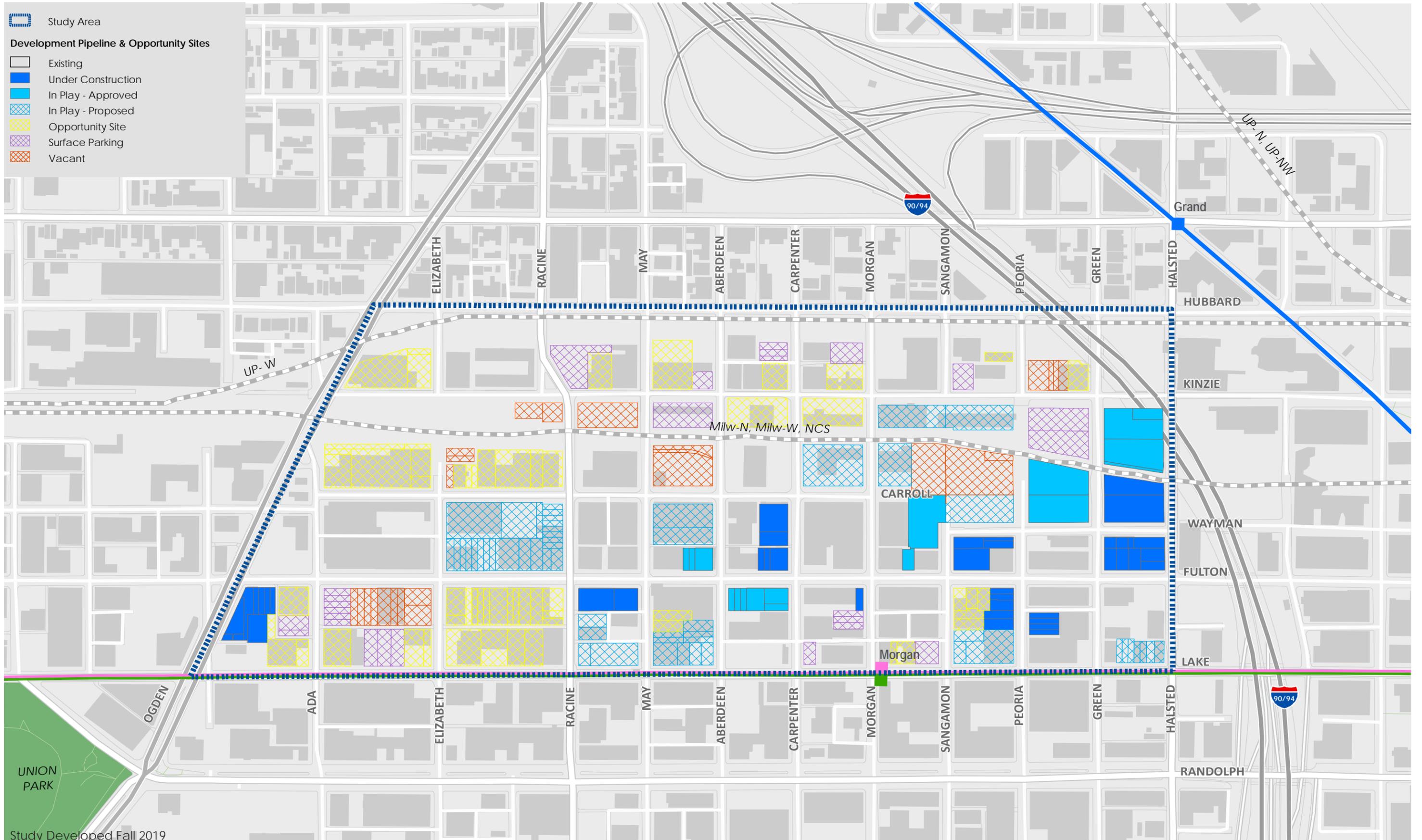
OPPORTUNITY SITES

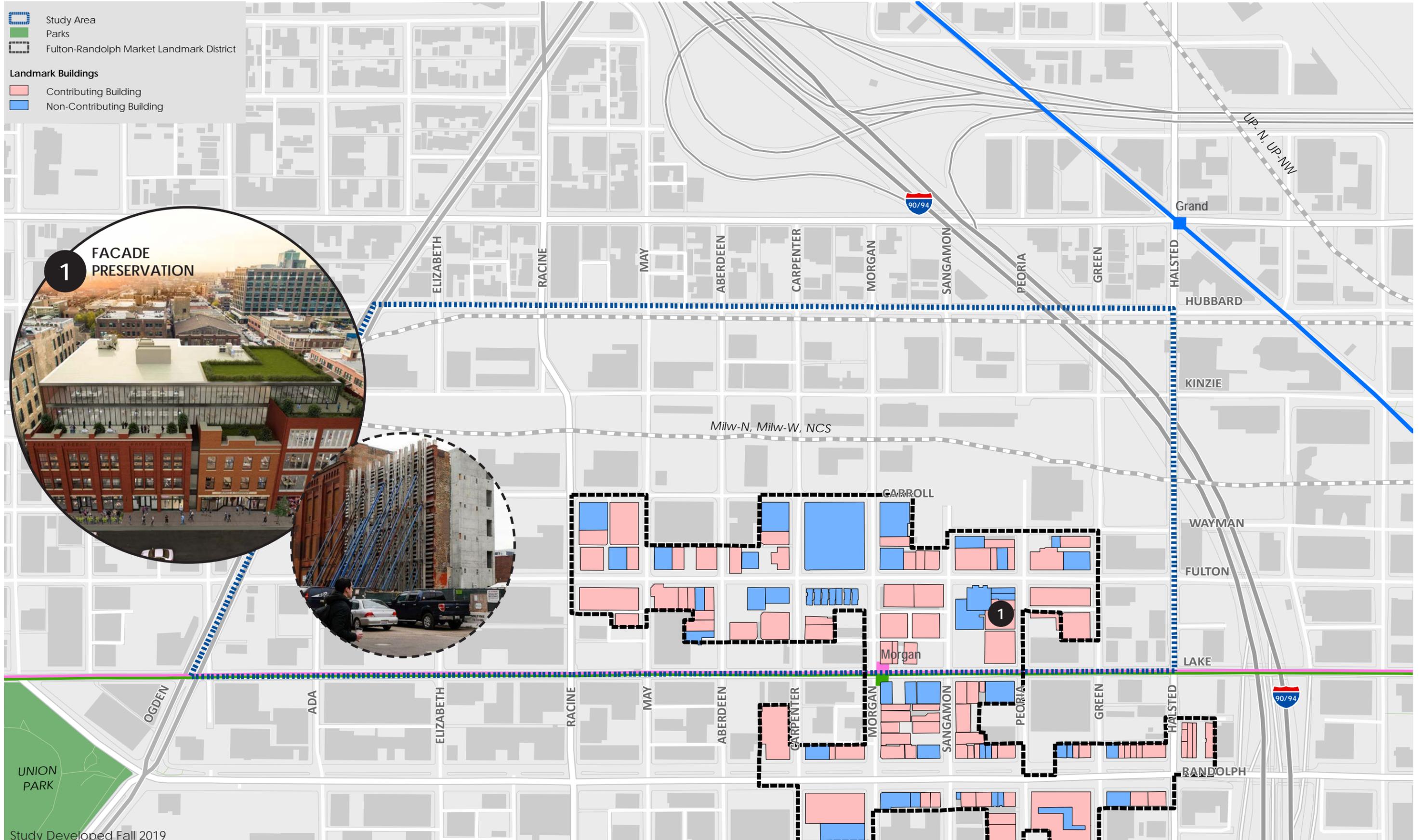
EXISTING ZONING



OPPORTUNITY SITES

DEVELOPMENT PIPELINE AND OPPORTUNITY SITE ASSESSMENT





CARROLL AVENUE COMMERCIAL CORRIDOR

The greatest opportunity for commercial development is along Carroll Avenue. Outside of the two buildings built on the southeast corner of Ogden and Carroll (Blue Plate & 1330 W Fulton), there has been no new construction along Carroll. However, developers have been positioning for development through the purchase of old industrial buildings like ADM and AT&T. Carroll Avenue is also connected directly to Ogden Avenue which allows for efficient ingress and egress to one of the area's major thoroughfares. The opportunity sites in this area are also "full block" and thus can support more intense development. Last, and most importantly, development intensities along Carroll are the highest in the corridor with the assumption of a future Metra station.

SOUTHWEST MIXED-USE COMMERCIAL CORRIDOR

While this pocket of future development is not as intense as those sites in direct proximity to the potential future Metra station, development intensities in the southwestern portion of the corridor are intense as these sites are also "full block" sites and have access to Ogden Avenue, Lake Street and other CTA stops along lake.

KINZIE-HUBBARD CORRIDOR

This portion of the corridor has limited vehicular access due to the elevated tracks and viaducts on the northern edge, at-grade tracks to the south (with about 200 trains a day), elevated Halsted Street on the east, a dead end with no access to Ogden on the west. North of the elevated tracks is Hubbard Street which has multiple stop signs and is the border of a low scale residential neighborhood to the north.

KEY COMMERCIAL CORRIDOR

Once the City opened the study area to downtown zoning, developers immediately started to re-zone property through the Planned Development process resulting in approved commercial projects on the east and west ends of the corridor as these sites have the best access to CTA transit as well as to major thoroughfares in Halsted Street and Ogden Avenue. While some development has already occurred on the western edge, the density at which these developments were built is less than what has been built, and approved on the eastern edge.

HISTORIC DISTRICT

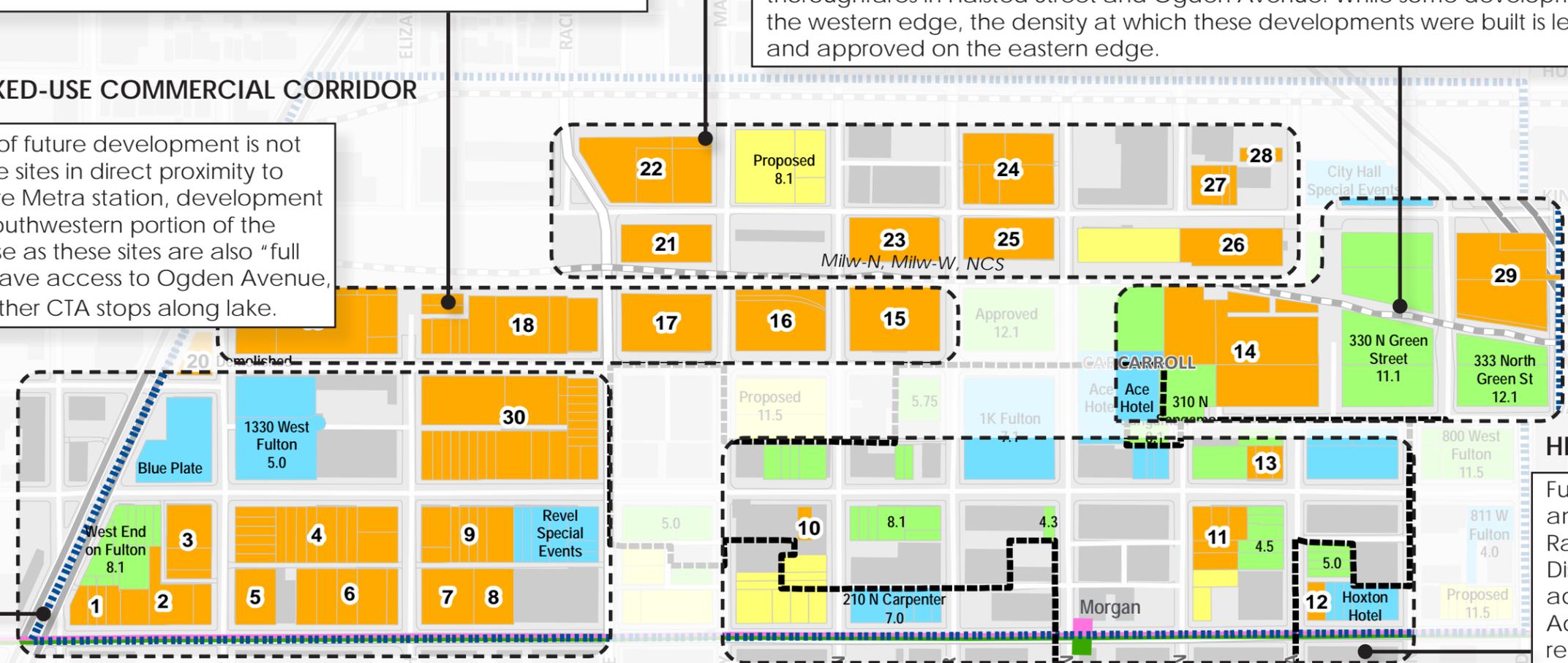
Future development within and adjacent to the Fulton-Randolph Market Landmark District will need to comply with adopted design guidelines. Additionally, the sites that remain "developable" within the district are smaller than full block sites elsewhere within the Kinzie Corridor.

Study Area

Fulton-Randolph Market Landmark District

Opportunity Sites

- Recently Delivered
- U/C or Approved
- Proposed
- Opportunity Site

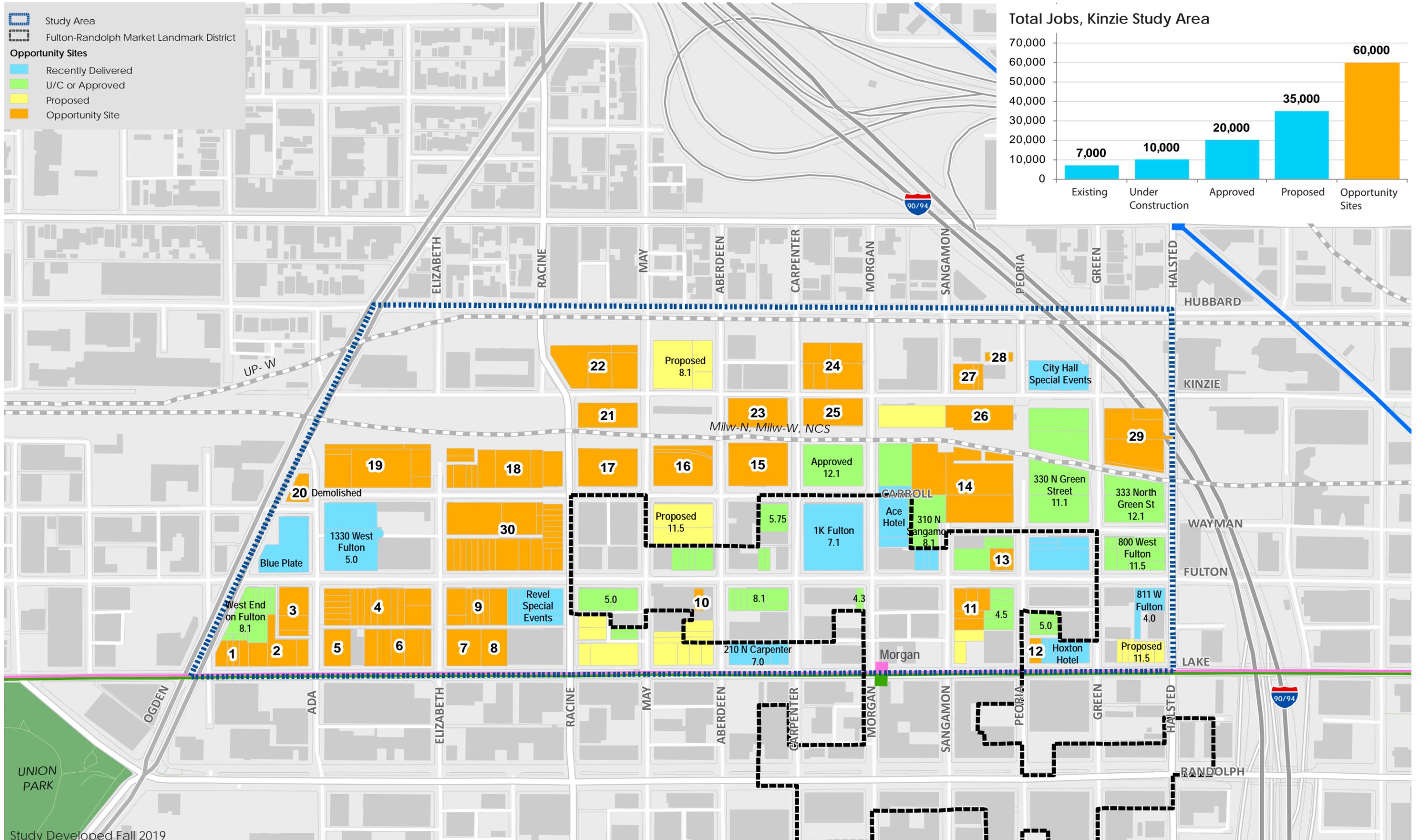
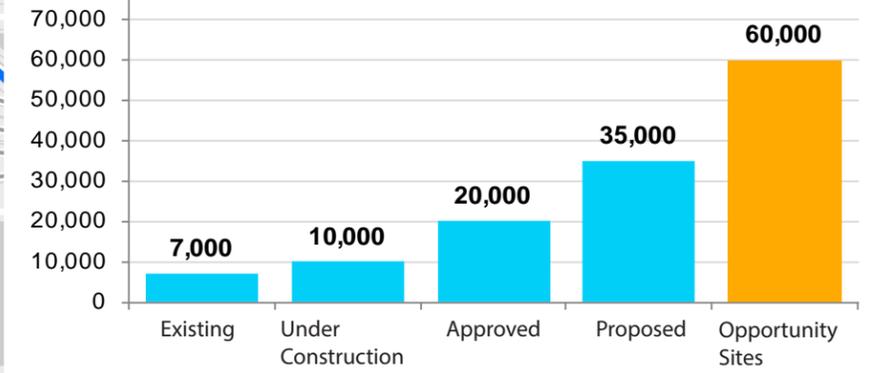


OPPORTUNITY SITES

POTENTIAL OPPORTUNITY SITES

- Study Area
- Fulton-Randolph Market Landmark District
- Opportunity Sites**
 - Recently Delivered
 - U/C or Approved
 - Proposed
 - Opportunity Site

Total Jobs, Kinzie Study Area





INFRASTRUCTURE PRIORITIES POTENTIAL STREET TYPES HIERARCHY AND DISTRIBUTION

01

CONNECTOR

Main roads; may have median; connects between urban centers; may be commercial

02

MAIN STREET

Serves mostly local traffic; connects neighborhoods and commercial areas; may be commercial

03

NEIGHBORHOOD

Almost all local traffic; serve residential areas; no centerline or lane striping required

04

FLEX STREET

Specific to Fulton Market, accommodates ROW use (parking and loading) while improving public safety

05

SERVICE WAY

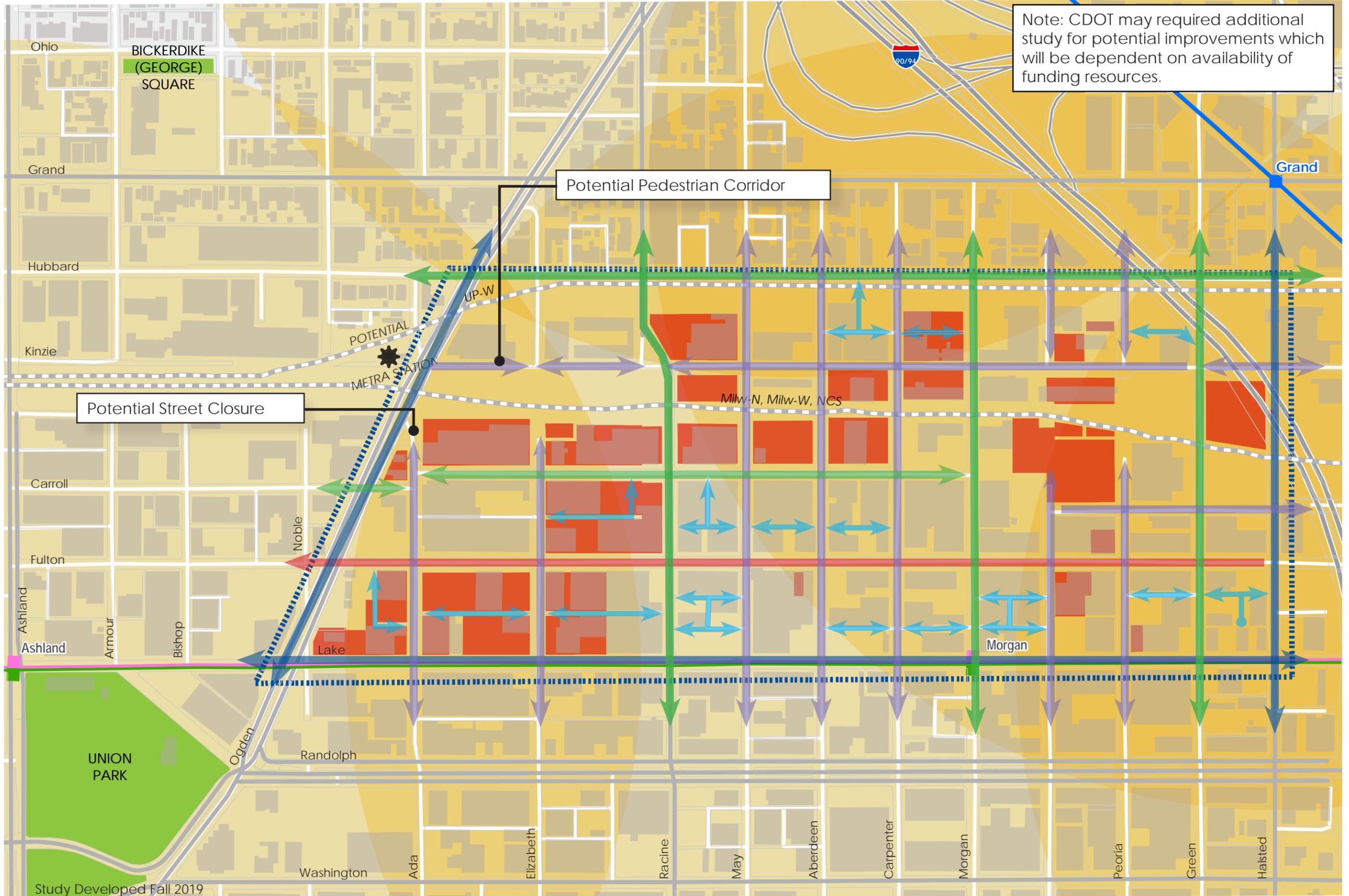
Narrow roadway; no sidewalks; provides a short service link between two streets

NOTE: PROPOSED HIERARCHY IS BASED ON FINAL DEVELOPMENT SCENARIO.

DEFINITIONS DESCRIBED BY CDOT / CDOT COMPLETE STREETS CHICAGO 2013.

-  Study Area
-  Opportunity Site
-  CTA Half-Mile Radius
-  CTA Stations
-  Open Space

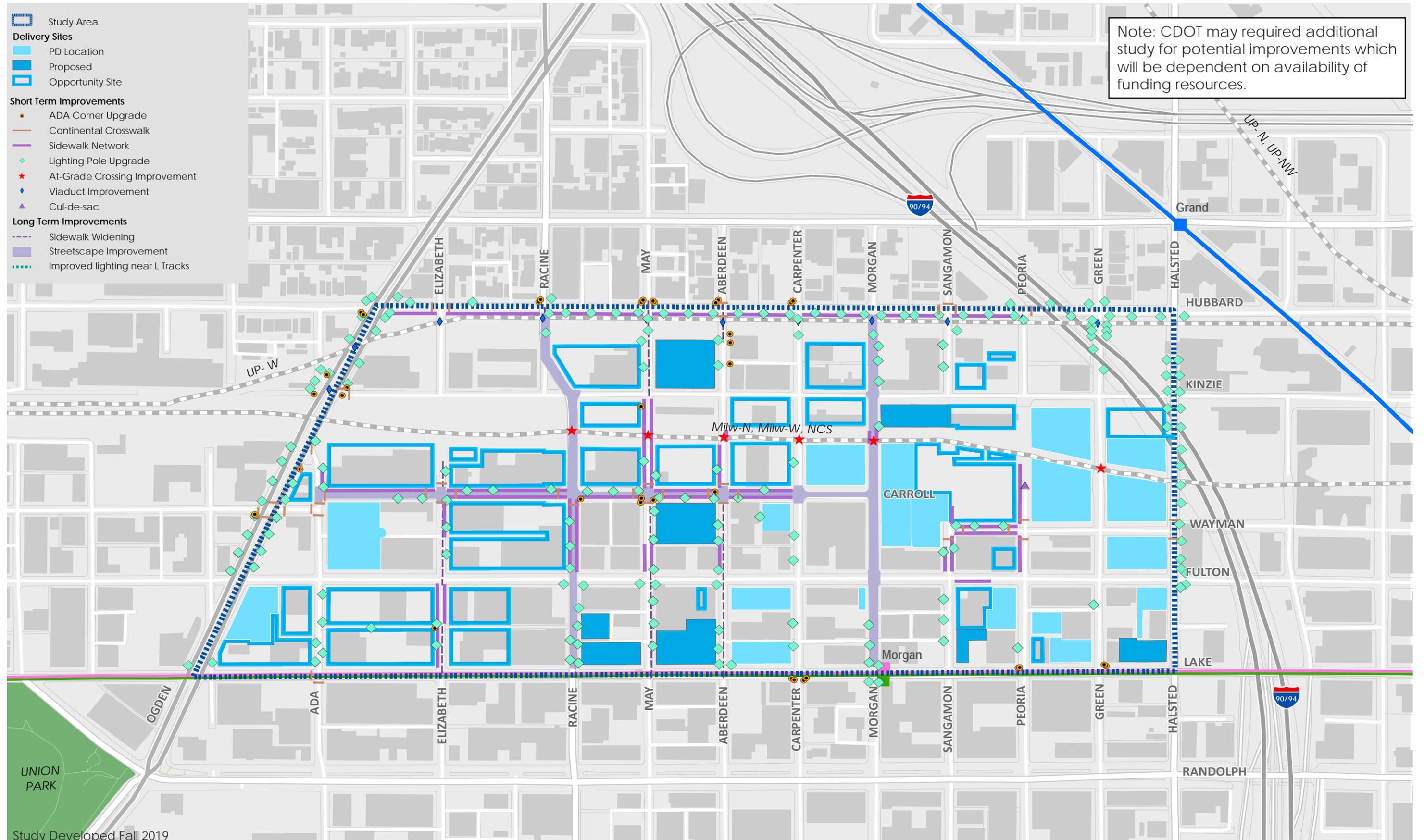
Note: CDOT may required additional study for potential improvements which will be dependent on availability of funding resources.



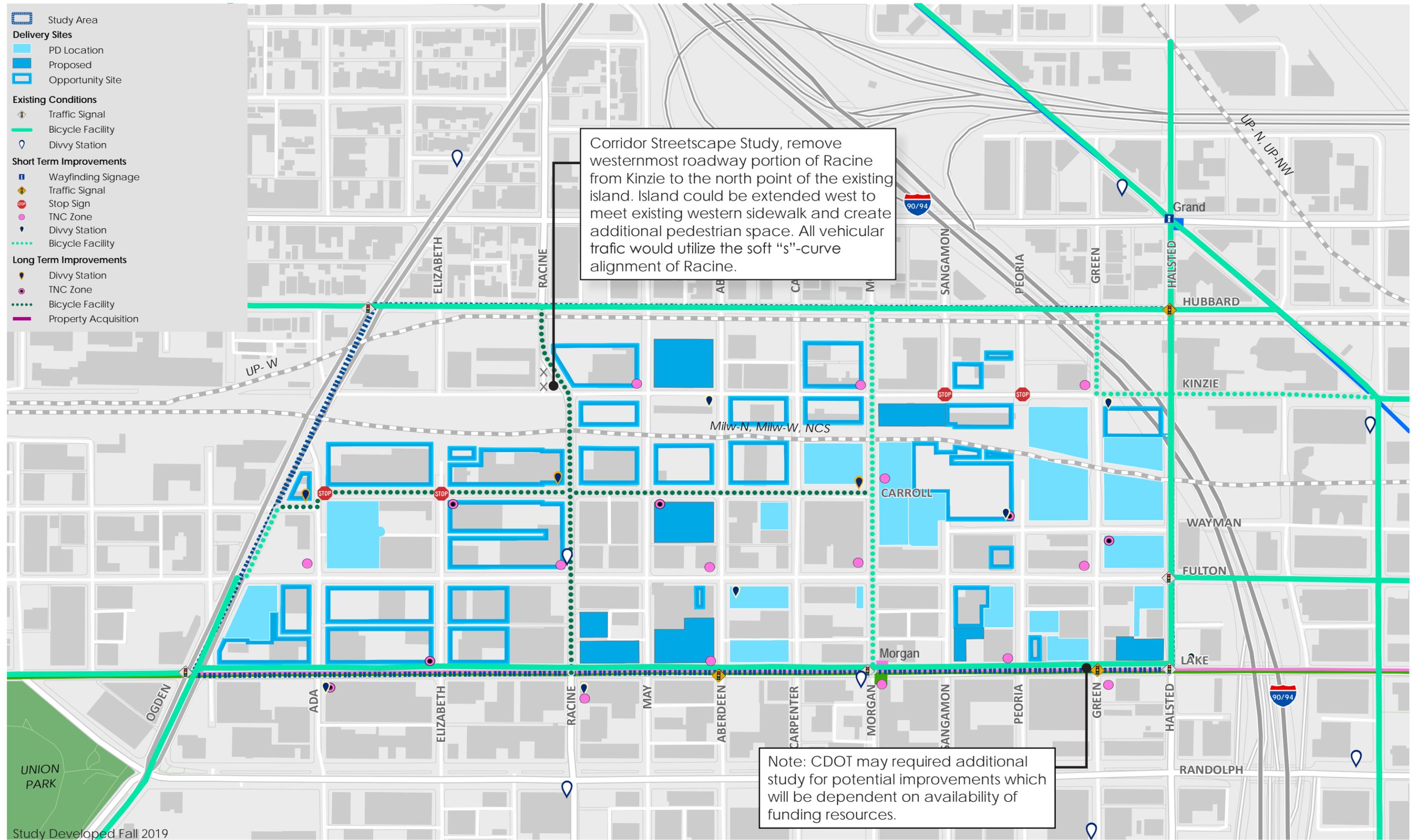
Study Developed Fall 2019



INFRASTRUCTURE PRIORITIES INFRASTRUCTURE POTENTIAL SHORT- / LONG-TERM PROJECTS



INFRASTRUCTURE PRIORITIES TRANSPORTATION POTENTIAL SHORT- / LONG-TERM PROJECTS

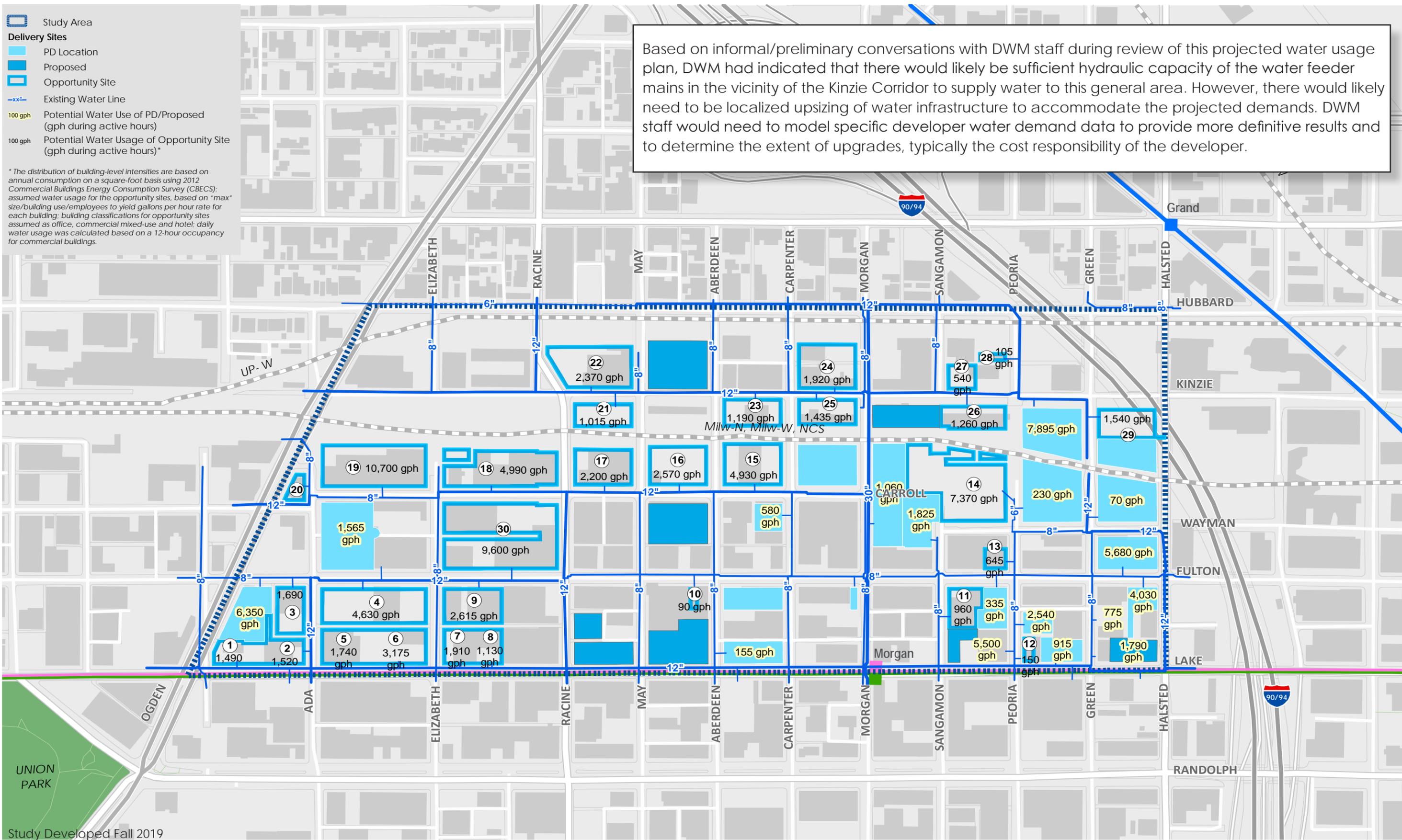


INFRASTRUCTURE PRIORITIES ESTIMATED WATER USAGE (W/ EXISTING WATER PIPE SIZES)

- Study Area
- Delivery Sites**
- PD Location
- Proposed
- Opportunity Site
- Existing Water Line
- 100 gph Potential Water Use of PD/Proposed (gph during active hours)
- 100 gph Potential Water Usage of Opportunity Site (gph during active hours)*

* The distribution of building-level intensities are based on annual consumption on a square-foot basis using 2012 Commercial Buildings Energy Consumption Survey (CBECS); assumed water usage for the opportunity sites, based on "max" size/building use/employees to yield gallons per hour rate for each building; building classifications for opportunity sites assumed as office, commercial mixed-use and hotel; daily water usage was calculated based on a 12-hour occupancy for commercial buildings.

Based on informal/preliminary conversations with DWM staff during review of this projected water usage plan, DWM had indicated that there would likely be sufficient hydraulic capacity of the water feeder mains in the vicinity of the Kinzie Corridor to supply water to this general area. However, there would likely need to be localized upsizing of water infrastructure to accommodate the projected demands. DWM staff would need to model specific developer water demand data to provide more definitive results and to determine the extent of upgrades, typically the cost responsibility of the developer.



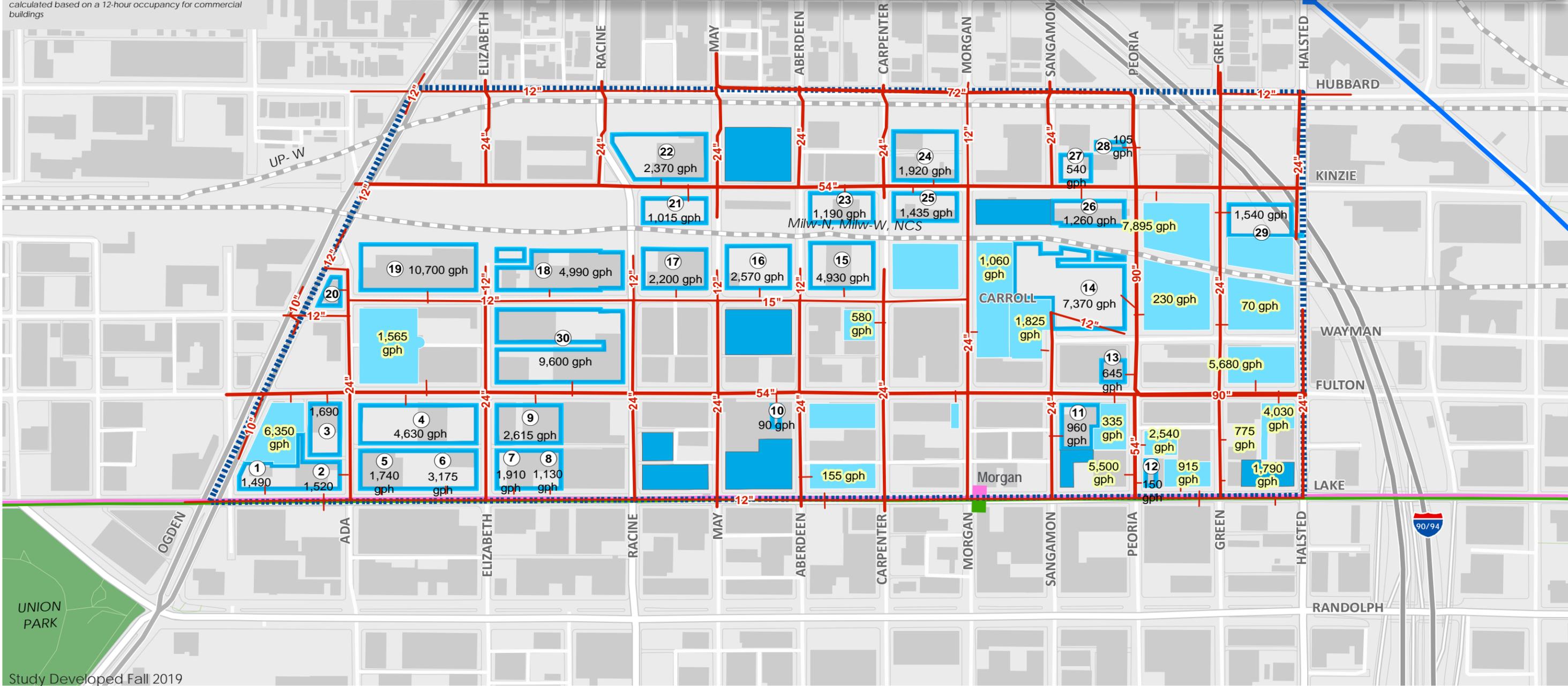
INFRASTRUCTURE PRIORITIES ESTIMATED WATER USAGE (W/ EXISTING SEWER PIPE SIZES)

- Study Area
- Delivery Sites**
- PD Location
- Proposed
- Opportunity Site
- Existing Sewer Line
- 100 gph Potential Water Use of PD/Proposed (gph during active hours)
- 100 gph Potential Water Usage of Opportunity Site (gph during active hours)*

*The distribution of building-level intensities are based on annual consumption on a square-foot basis using 2012 Commercial Buildings Energy Consumption Survey (CBECS); assumed water usage for the opportunity sites, based on "max" size/building use/employees to yield gallons per hour rate for each building; building classifications for opportunity sites assumed as office, commercial mixed-use and hotel; daily water usage was calculated based on a 12-hour occupancy for commercial buildings

Based on informal/preliminary conversations with DWM Sewer Section staff during review of this projected water usage plan, DWM indicated that there would likely be sufficient hydraulic capacity of the trunk sewers in the Kinzie Corridor vicinity to collect dry weather flow volume.

Based on projected water usage data, DWM performed a hydraulic analysis utilizing the Citywide Sewer System Model to identify locations where sewer upgrades would be required to accommodate this development scenario. From the hydraulic analysis, DWM and their modeler will provide general information that identifies which localized sewers within the Kinzie Corridor will need to be replaced and/or upsized. However, the actual upsizing and sewer replacement requirements are pending site specific information provided by the developers (e.g. release rates). The additional hydraulic modeling needed to identify the specific improvements will be modeled in detail in the future and was not done as part of this initial evaluation.





POWER:

- ComEd will **evaluate required utility upgrades on a development by development basis** because they are regulated by the ICC to provide electrical service to customers at no upfront cost. ComEd recoups their infrastructure investments through a prescribed formula by the ICC
- Most of physical infrastructure required for the developments will be **located on the customer side of the meter**, and the individual developers will be **required for their own procurement and design**

LIGHTING:

EXISTING LIGHTING CONDITIONS	PROPOSED FUTURE CONDITIONS
HPS to LED luminaire upgrade	No change
Aluminum w/LED - Kinzie & Fulton	Upgrade to aluminum w/LED* & buried power lines
Steel poles w/LED or HPS & aerial power lines	Focus installation on "streetscape" corridors
Ornamental lighting	Underpass lighting – upgrade to LED; Coordination w/Metra & CTA
Underpass lighting – HPS	Install lighting on both sides of the street w/elements to improve lighting for pedestrians & create feeling of safe environment
Lighting located on only one side of the street	Upgrading of HPS to LED should offset any power needs for additional lighting; City to coordinate lightpole upgrades with Ameresco luminaire improvement schedule



WHAT'S NEXT?

The Chicago Department of Planning and Development and the Chicago Department of Transportation have taken the information provided in this infrastructure study and have already begun addressing select short term priorities, as described further below. Some of the other priorities identified in the study will take further analysis and will also be based on allocation of available funding resources.

UTILITY COORDINATION AND REVIEW

To ensure earlier coordination of underground utilities and services, applicants for projects within this study area will be encouraged to submit 30% plans submission for review with CDOT's Office of Underground Coordination (OUC). With the earlier review, the utility service groups will provide responses to applicants in the design phase for the project. For more information about CDOT's OUC, please visit the following site: https://www.chicago.gov/city/en/depts/cdot/provdrs/construction_information/svcs/office_of_undergroundcoordination.html

AT-GRADE METRA CROSSING IMPROVEMENTS

The infrastructure study identified the need to improve the six at-grade Metra crossings at the following street locations: Green, Morgan, Carpenter, Aberdeen, May, and Racine. Over 200 trains traverse these crossings each weekday, and pedestrian, bicycle, and vehicular traffic is increasing as this area transitions from manufacturing to commercial and mixed-use. CDOT, DPD, and Metra are meeting regularly to coordinate for these at-grade crossing improvements. Recently approved Planned Development projects have required adjacent development parcels to provide a monetary developer contribution to help fund the necessary improvements. CDOT and DPD are also pursuing up to \$850,000 in Kinzie TIF funds to fund the design and phase 1 engineering of the crossing improvements.

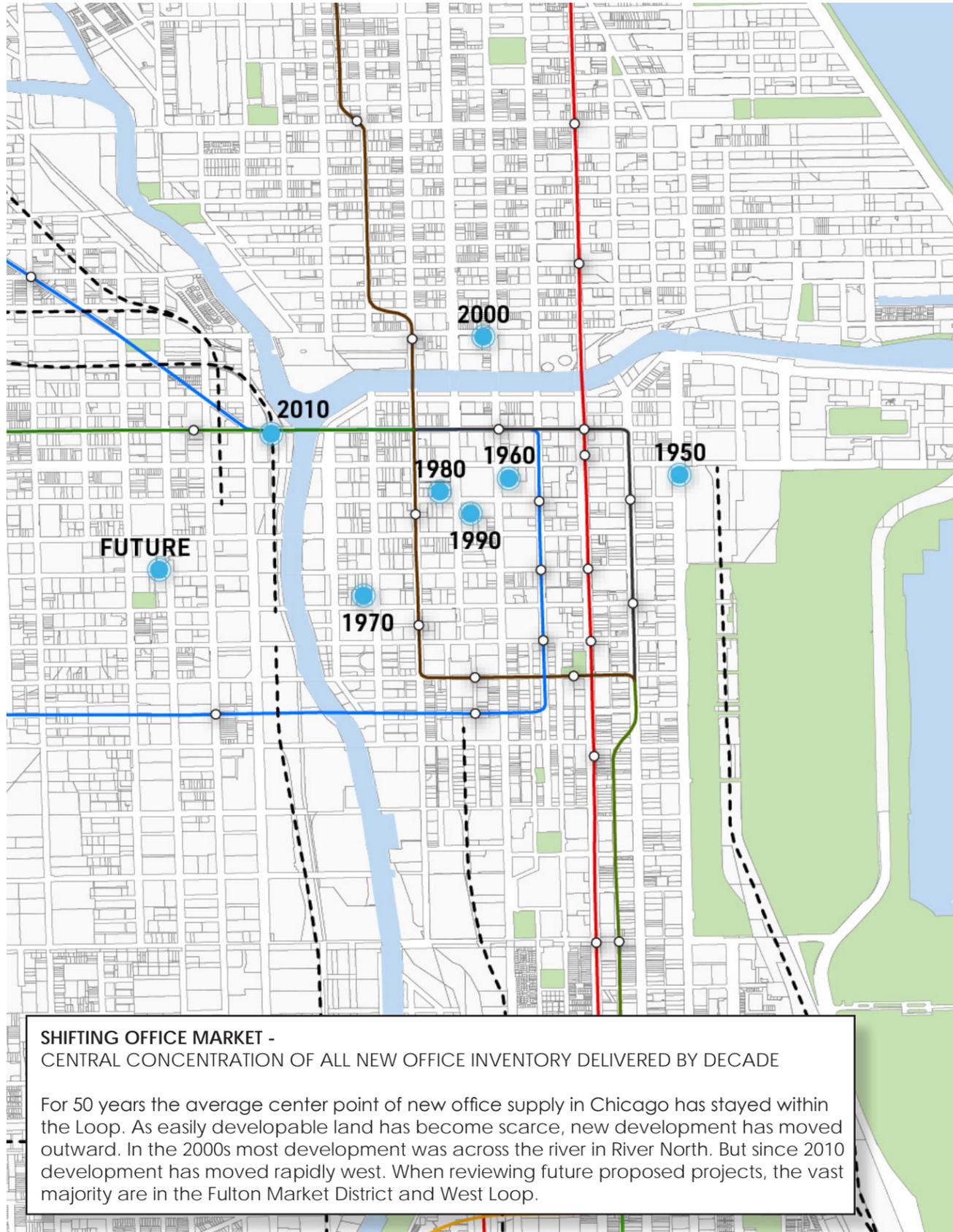
CDOT INITIATIVES

CDOT is currently in the final design and engineering phase for Lake Street improvements from Ashland to Halsted. The work is expected to begin in 2021 and will include alignment of the curb to the face of the CTA columns, replacement of sidewalks, pedestrian bumpouts, ADA improvements, and new trees. Street lighting improvements will also be provided.

CDOT has also procured consultant services to study the proposed location, feasibility, and potential funding sources for a new Metra station to serve this area. The construction and timing of a new Metra infill station is dependent on an extensive Metra track capacity expansion and realignment project in this corridor, the design of which is being studied concurrently

WEST LOOP ONLINE RESOURCE

To better guide the development of the West Loop, DPD has gathered relevant maps, plans and guidelines, legislative information, and other resources in one place for easier access. These documents are being used when DPD reviews proposed projects, therefore applicants will need to utilize these resources and reference/cite the relevant aspects of the documents. Each resource is summarized for its purpose, a map of the area it encompasses, the public outreach that informed its adoption, and a link to the document. This webpage (chicago.gov/westloop) also has information on latest updates on City initiatives impacting this community.



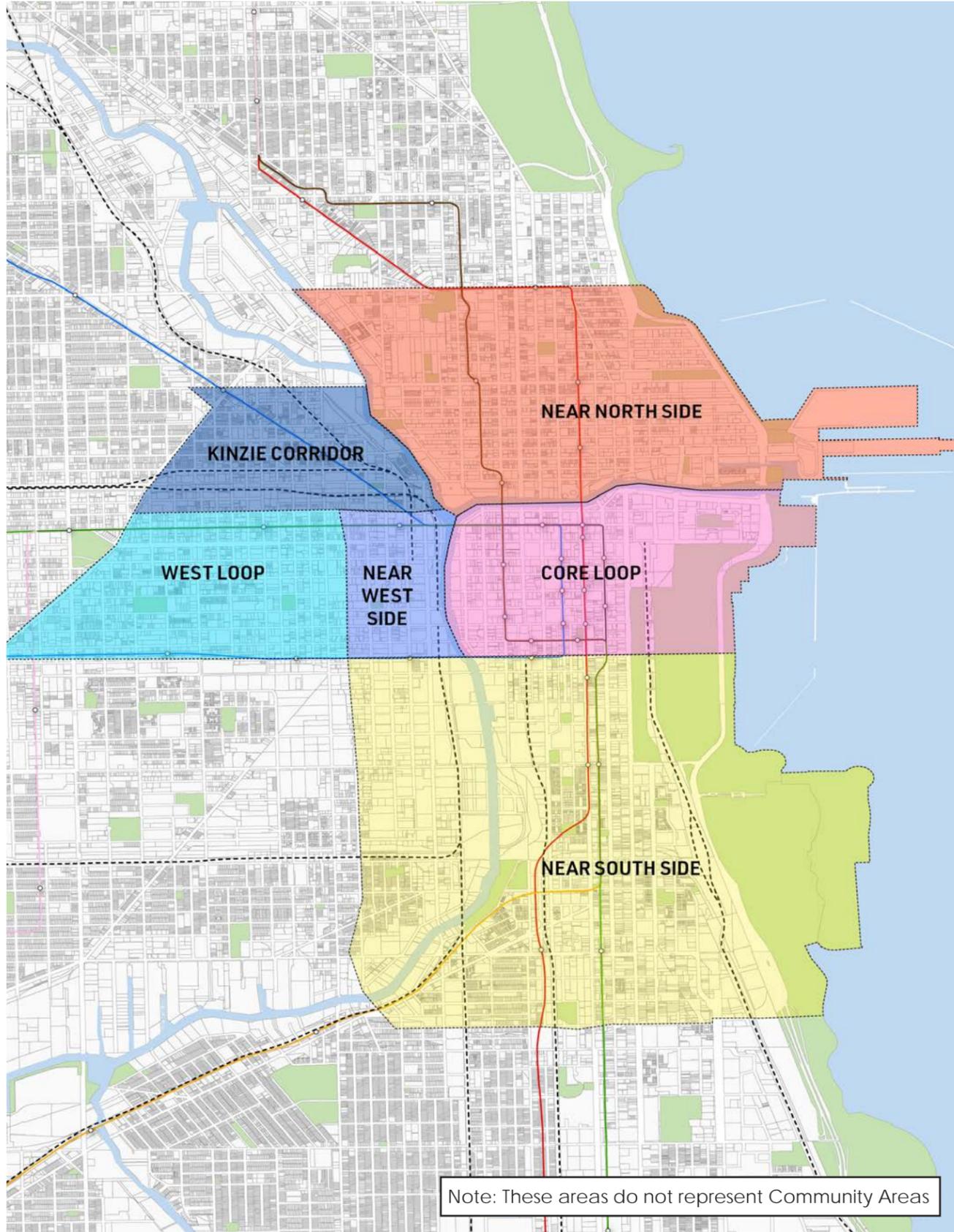
Since 1970, Chicago's Expanded Central Area has seen ~11 acres of land absorbed each year for new development purposes with ~35% of that land used for commercial office development, on average. As of Q4 2019, there were approximately 146 acres of "developable" land left within Chicago's Central Area – this land includes surface parking lots and vacant lots; however, only 5.7 acres of developable land was left in the Core Loop with a majority (61.8 acres) available in the South Loop and 11.5 acres available in the Kinzie sub-market.

The Core Loop and Near North Side have historically been the most sought after Central Area sub-markets for new development as they offer an already existent critical mass of employees and residents and are serviced by all CTA "L" lines.

However, "easily developable" land is increasingly scarce within the Core Loop and Near North Side which has resulted in increased costs to construct and subsequent development throughout other Central Area sub-markets, like the West Loop and the Kinzie Corridor. To this point, development within the Core Loop and Near North Side accounted for 92% of all Central Area office development in the 1970s, but these two sub markets accounted for only 10% of all Central Area office development in the 2010s. Contrarily, the West Loop and the Kinzie Corridor accounted for 0% of all Central Area office development in the 1970s, but in the 2010s these two sub-markets accounted for 70% of all Central Area office development.

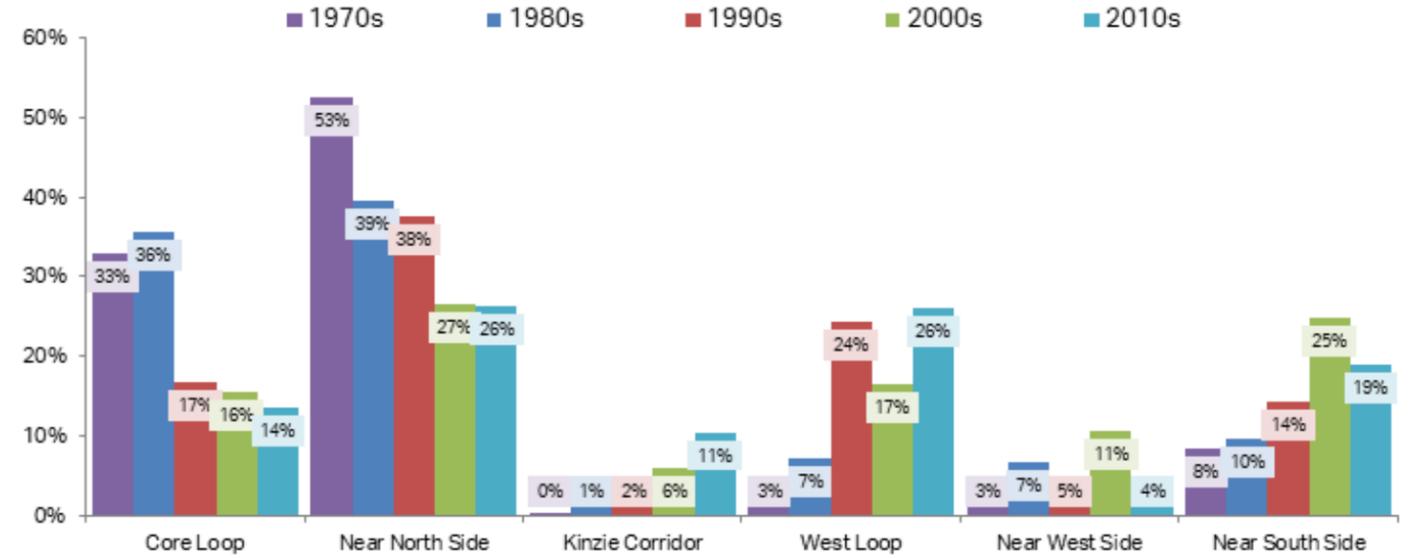
This shift in development is a desire for Class A office space which is viewed as a "must" by employers if they intend to attract the next generation of workers. Commercial buildings in the Core Loop and Near North Side do not boast large enough floorplates and the modern amenities desired to attract today's workforce and the cost to demolish/renovate an obsolete high rise and replace it within the Core Loop or Near North Side is such that developers have targeted other sub-markets with "easily developable" land and improving access to transit. This has made the Kinzie Corridor such an attractive location for new commercial office development since the turn of the century when the City of Chicago expanded where it would allow DX zoning. Additionally, these factors have resulted in a "character shift" downtown as obsolete commercial buildings within the Core Loop and Near North Side are increasingly being converted to hotel and residential use.

According to JLL as of Q1 2020, the Fulton Market sub-market had 4.8 million SF of office inventory with more than 2 million SF under construction and was fetching the highest rents in the Chicago metro at ~\$57 a sf. The Core Loop has an inventory of 149 million SF with 5.9 million SF under construction and rents achieving ~\$45 per SF. Additionally, ~2.8 million SF of office space is currently under construction in the West Loop.



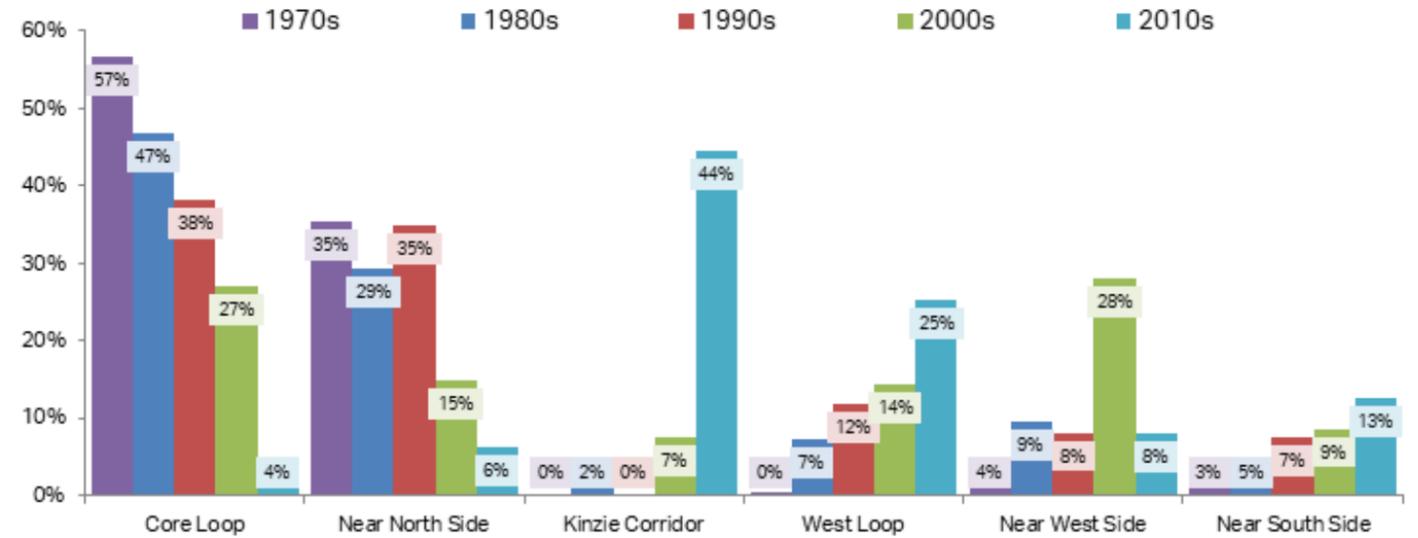
Note: These areas do not represent Community Areas

Sub-Area Share of Total Central Area Development by Decade



When considering the share of land absorbed by decade in each of the sub-markets of Chicago's Central Area, The Loop and Near North Side have consistently declined.

Sub-Area Share of Central Area Office Development by Decade



Specifically filtering for only office development, West Loop has seen a slow steady increase in the share of overall development. Fulton Market has shifted rapidly from almost no development before 2010, to almost half of all development.

Short Term Improvements (<2 Year Implementation Timeframe)						Long Term Improvements (>2 Year Implementation Timeframe)					
Corridor	Conventional Crosswalks	ADA Corner Upgrade	At-Grade Crossing Improvement ²	Complete Sidewalk Network	Lighting Pole Upgrades ³	Corridor	Sewer Main Replacement (Capacity Increase)	Water Main Replacement (Capacity Increase)	Bury Utilities	Under-track lighting	Sidewalk Widening
Unit	Each intersection leg	Each Corner	Each At-grade crossing	Each side of street per block	Each pole	Unit	size & length	size & length	Each side of street per block	Each block of street	Each side of street per block
Unit Cost ^{0,1}	\$1,200	\$15,000- typical \$30,000- non-typical	\$1,000,000	\$25,000	\$12,000	Unit Cost ^{0,1}	TBD	TBD	n/a	\$150,000	\$80,000
Hubbard	8	4 typical, 1 non-typical	-	8	34	Hubbard	DPD/DWM Coordination	DPD/DWM Coordination	2	-	-
	\$9,600	\$90,000	-	\$200,000	\$408,000				-	-	-
Carroll	9	4 typical, 1 non-typical	-	8 *Parked vehicles are over sidewalk space	13	Carroll			4	-	-
	\$10,800	\$90,000	-	\$200,000	\$156,000				-	-	-
Ogden	3	5 typical, 1 non-typical	-	-	31	Ogden			-	-	-
	\$3,600	\$105,000	-	-	\$372,000				-	-	-
Racine	1	-	1	-	12	Racine			5	-	1
	\$1,200	-	\$1,000,000	-	\$144,000				-	-	\$80,000
	@ Racine St. @ Ada St.	@Aberdeen St.	@Aberdeen @Peoria @Green	each CTA exit)							
	\$168,000	-	\$700,000	\$4,000	-	\$1,500					
	-	Dedicated bike lane extension (Fulton to Carroll) - 1 block	-	2 viaduct: (Art, lighting)	-	-	Ogden				
	-	\$30,000	-	\$110,000	-	-	Ada				
	-	-	-	-	-	-	Elizabeth			1.5	-
	-	-	-	1 viaduct: (Art, lighting, pier crash protection)	-	-				\$217,500	-
	-	-	-	\$105,000	-	-	Racine			1	4 (Similar to Kinzie cost)
	-	-	-	1 viaduct: (Art, lighting)	-	-				-	\$6,000,000
	-	-	-	\$55,000	-	-	May			1	-
	-	-	-	1 viaduct: (Art, lighting, pier crash protection, landscaping)	-	-				\$145,000	-
	-	-	-	\$140,000	-	-	Aberdeen			0.5	-
	-	-	-	1 viaduct: (Art, lighting, pier crash protection)	-	-				-	-
	-	-	-	\$105,000	-	-				\$72,500	-

Note: CDOT may required additional study for potential improvements which will be dependent on availability of funding resources.

- Infrastructure highlights include continental crosswalk, ADA corner upgrade, at-grade crossing improvement, sidewalk network and lighting pole upgrade; long-term projects include burying utilities, undertrack lighting, sidewalk widening and sewer/ water main replacement discussed separately
- Long-term focused on locations not adjacent to developments that are under construction or approved
- Short-term focused on areas where development already exists and long-term focused near opportunity sites

SUGGESTED PRIORITIZATION:

- Improvements that do not require coordination with external agencies or external approvals
- Improvements that are focused on safety (at-grade crossings) or sense of safety (lighting)
- Improvements that support planned developments or opportunity sites

POTENTIAL FUNDING SOURCES:

- Public
- TIF funding (expires end of 2022)
 - Grants
 - Other City or federal funds
 - Local Funds from the Neighborhood Opportunity Fund Bonus
- Private
- Developer / fee
 - Public-Private Partnership

Short Term Improvements (<2 Year Implementation)						Long Term Improvements (>2 Year Implementation Timeframe)						
Corridor	Divvy Station Location ⁵	Bicycle Facilities	New Traffic Signal	TNC Zones	Viaduct Improvements	Streetscape Improvement	Property Acquisition	Divvy Station Location	Bicycle Facilities	New Traffic Signal	TNC Zones	Property Acquisition
Unit	Each station	Each block	Each intersection	Each location ⁷	Each viaduct	Each block of street	Each location	Each station	Each block of street	Each intersection	Each sign	Each location
Unit Cost ^{0,1}	\$56,000	\$20,000	\$350,000	\$800	\$125,000 - \$190,000	\$1,500,000	\$4,000,000	\$56,000	\$45,000 - \$80,000	\$350,000	\$800	\$4,000,000
Hubbard	-	-	1 @ Halsted St.	-	-	-	-	-	-	2 @ Green St. @ Racine St.	-	-
	-	-	\$350,000	-	-	-	-	-	-	\$700,000	-	-
Carroll	-	-	-	-	-	7	@ Ada for Carroll re-alignment	3 @Ada St. @Racine St. @Morgan St.	7 Protected cycle track (one side of street)	-	2 @Elizabeth & @May St.	@ Ada for Carroll re-alignment
	-	-	-	-	-	\$13,500,000	\$4,000,000	\$168,000	\$560,000	-	\$1,600	\$4,000,000
Ogden	-	Dedicated bike lane extension (Fulton to Carroll) - 1 block	-	-	2 viaduct: (Art, lighting, powerwashing)	-	-	-	-	1 @ Carroll Ave	-	-
	-	\$20,000	-	-	\$270,000	-	-	-	-	\$350,000	-	-
Racine	-	-	-	-	1 viaduct: (Art, lighting, powerwashing)	4	-	-	Protected bike lanes (4 blocks)	5	-	-
	-	-	-	-	\$135,000	\$6,000,000	-	-	\$180,000	\$1,750,000	-	-
	@ Racine St. @Ada St.	@Aberdeen St.	@Aberdeen @Peoria @Green	-	each CTA exit)							
	\$168,000	-	\$700,000	\$4,000	-	\$1,500	-	-	-	-	-	-
	-	Dedicated bike lane extension (Fulton to Carroll) - 1 block	-	-	2 viaduct: (Art, lighting)	-	-	-	-	-	-	-
	-	\$30,000	-	-	\$110,000	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	1 viaduct: (Art, lighting, pier crash protection)	-	-	-	-	1.5	-	-
	-	-	-	-	\$105,000	-	-	-	-	\$217,500	-	-
	-	-	-	-	1 viaduct: (Art, lighting)	-	-	-	-	1	4 (Similar to Kinzie cost)	-
	-	-	-	-	\$55,000	-	-	-	-	-	\$6,000,000	-
	-	-	-	-	1 viaduct: (Art, lighting, pier crash protection, landscaping)	-	-	-	-	-	-	-
	-	-	-	-	\$140,000	-	-	-	-	1	\$145,000	-
	-	-	-	-	1 viaduct: (Art, lighting, pier crash protection)	-	-	-	-	0.5	-	-
	-	-	-	-	\$105,000	-	-	-	-	\$72,500	-	-

Note: CDOT may required additional study for potential improvements which will be dependent on availability of funding resources.

- Short-term projects are defined as "<2 year implementation" and eligible for TIF funding; long-term projects are >2 year implementation period and require strategic capital planning and potential developer shared costs
- Transportation highlights include Divvy Station location, bicycle facility, traffic signal, TNC Zone, viaduct improvement, traffic control signage and wayfinding signage; long-term projects include sweeping streetscape improvement, property acquisition and additional phasing for Divvy Station, TNC Zone, bicycle facility and traffic signal
- Focused on locations not adjacent to developments that are under construction or approved
- Short-term focused on areas where development already exists and long-term focused near opportunity sites

SUGGESTED PRIORITIZATION:

- Improvements that do not require coordination with external agencies or external approvals
- Pedestrian improvements (everyone is a pedestrian for some portion of their trip)
- Bicycle improvements (encourage non-motorized travel and access to CTA train stations)
- Vehicular improvements (traffic signals)

POTENTIAL FUNDING SOURCES:

- Public
- TIF funding expires end of 2022
 - Grants
 - Other City or federal funds
 - Local funds from the Neighborhood Opportunity Fund
- Private
- Developer / fee
 - Public-Private Partnership

